



OPTIMIZING POWER

EXRO TECHNOLOGIES INC.

ANNUAL INFORMATION FORM

FISCAL YEAR ENDED DECEMBER 31, 2021

MARCH 29, 2022

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Schedule "A" Audit Committee Charter

EXRO TECHNOLOGIES INC.
ANNUAL INFORMATION FORM

INTRODUCTION

In this annual information form (the “**Annual Information Form**”), unless the context requires otherwise, references to the “Company”, “Exro”, “we”, “us”, “our” and similar words refer to Exro Technologies Inc. or any predecessor thereto, as the context requires. The information in this Annual Information Form is presented as of December 31, 2021, unless otherwise indicated. All dollar amounts in this Annual Information Form are in Canadian dollars, except where otherwise indicated.

CAUTIONARY NOTE REGARDING FORWARD-LOOKING STATEMENTS

This Annual Information Form contains certain forward-looking statements within the meaning of Canadian securities laws. These statements relate to future events or future performance and reflect management’s expectations regarding the Company’s growth, results of operations, performance and business prospects and opportunities. Such forward-looking statements reflect management’s current beliefs and are based on information currently available to management. In some cases, forward-looking statements can be identified by terminology such as “may”, “will”, “should”, “expect”, “plan”, “anticipate”, “believe”, “estimate”, “predict”, “potential”, “continue”, “target” or the negative of these terms or other comparable terminology.

Forward-looking statements are necessarily based on estimates and assumptions made by management in light of management’s experience and perception of historical trends, current conditions and expected future developments, as well as factors that management believe are appropriate. Forward-looking statements in this Annual Information Form include, but are not limited to:

- The volatility of stock price and market conditions;
- technology risks and risks associated with the commercialization of the technology;
- regulatory risks;
- difficulty to forecast;
- key personnel;
- limited operating history and limited or no revenues;
- competition;
- investment capital and market share;
- market uncertainty;
- additional capital requirements;
- management of growth;
- litigation;
- protection of patents and intellectual property; and
- no dividend history.

These forward-looking statements are based on the beliefs of the management of Exro as well as on assumptions which such management believes to be reasonable, based on information currently available at the time such statements were made. However, there can be no assurance that forward-looking statements will prove to be accurate. Such assumptions and factors include, among other things: demand for the technology of the Company; ability to maintain existing partners and attract new partners; the impact of competition; the ability to obtain and maintain existing financing on acceptable terms; the ability to retain skilled management and staff; currency, exchange and interest rates; the availability of financing opportunities, risks associated with economic conditions, dependence on management and conflicts of interest and market competition; the ability to commercialize the Company’s technology; and operating in an environment that is subject to regulation.

The preceding list is not exhaustive of all possible factors. Although the Company believes that the assumptions underlying these statements are reasonable, they may prove to be incorrect, and the

Company cannot assure that actual results will be consistent with these forward-looking statements. Given these risks, uncertainties and assumptions, any investors or users of this document should not place undue reliance on these forward-looking statements. Whether actual results, performance or achievements will conform to the Company's expectations and predictions is subject to a number of known and unknown risks, uncertainties, assumptions and other factors that are discussed elsewhere in this Annual Information Form, including but not limited to:

- demand for the technology of the Issuer;
- the ability to maintain existing partners and attract new partners;
- the impact of competition;
- the ability to retain skilled management and staff;
- currency, exchange and interest rates;
- the availability of financing opportunities, risks associated with economic conditions, dependence on management and conflicts of interest and market competition;
- the ability to commercialize the Issuer's technology;
- the ability to manage supply chain issues; and
- operating in an environment that is subject to regulation.

For a description of material factors that could cause the Company's actual results to differ materially from the forward-looking statements in this Annual Information Form, see "*Risk Factors*".

Readers should not place undue reliance on the Company's forward-looking statements, as the Company's actual results, performance or achievements may differ materially from any future results, performance or achievements expressed or implied by such forward-looking statements if known or unknown risks, uncertainties or other factors affect the Company's business, or if the Company's estimates or assumptions prove inaccurate. Therefore, the Company cannot provide any assurance that such forward-looking statements will materialize. The Company does not undertake to update any forward-looking information, except as, and to the extent required by, applicable securities laws.

CORPORATE STRUCTURE

Name, Address and Incorporation

The Company's full corporate name is "Exro Technologies Inc.". The Company's head office is at 12-21 Highfield Circle S.E., Calgary, Alberta, T2G 5N6, and its registered and records office is at 1700 – 666 Burrard Street, Vancouver, BC V6C 2X8.

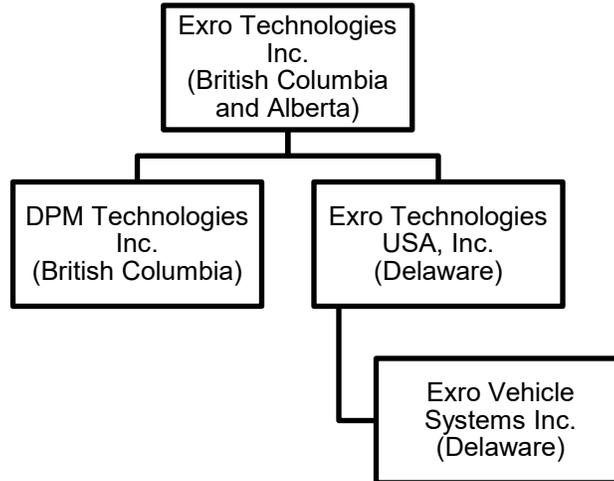
The Company was incorporated under the ***Business Corporation Act (British Columbia)*** on **February 11, 2014** under the name "BioDE Ventures Ltd." ("**BioDE**") as a wholly-owned subsidiary of Carrus Capital Corporation ("**Carrus**"). The Company entered into an arrangement agreement with Carrus on February 12, 2014, pursuant to which, common shares of the Company ("**Common Shares**") were distributed to the shareholders of Carrus. Following completion of the arrangement, the Company became a reporting Company in the provinces of British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, and Quebec.

On July 26, 2017, BioDE and its wholly owned subsidiary 10889001 BC Ltd. completed a transaction with Exro Technologies Inc. (a predecessor entity to the Company) whereby, pursuant to an amalgamation agreement, 10889001 BC Ltd. amalgamated with Exro Technologies Inc. and became the legal subsidiary of BioDE with holders of Exro Technologies Inc. holding approximately 86% of BioDE immediately after the amalgamation. The transaction was accounted for as an acquisition of BioDE by Exro. In completion of the transaction, the Company changed its name to Exro Technologies Inc.

The Company's shares are listed on the TSX Exchange ("TSX") and trades under the symbol "EXRO", and the OTCQB under the symbol "EXROF".

Intercorporate Relationships

The Company has three wholly owned subsidiaries, DPM Technologies Inc., incorporated under the laws of British Columbia, Exro Technologies USA, Inc., incorporated under the laws of Delaware, USA, and Exro Vehicle Systems Inc., incorporated under the laws of Delaware. The following diagram illustrates the organizational structure of the Company. Other than as indicated below, each subsidiary is wholly owned by the Company.



Notes: The Company is the registered holder of **100%** of all issued and outstanding shares of **DPM Technologies Inc.**, the registered holder of 100% of all issued and outstanding shares of **Exro Technologies USA, Inc.**, and 100% of all issued and outstanding shares of **Exro Vehicle Systems Inc.**

GENERAL DEVELOPMENT OF THE BUSINESS

Three Year History

Year ended December 31, 2021

On February 4, 2021, Exro announced that it signed an agreement with LAND to produce up to 2000 units of the Coil Driver in early 2022 subject to successful on road testing. Exro and LAND have agreed to cooperate to optimize the powertrain for the District motorcycle with the Coil Driver. This integration is expected to improve performance for the District motorcycle and enable a new powertrain system solution in the emerging lightweight electric motorcycles industry.

On February 9, 2021, the Company announced that it expanded its strategic partnership with SEA Electric to accelerate development of Exro's BCS. The agreement expands on the initial scope to commercialize the Exro Coil Driver in SEA's electric trucks to now include a Class 8 electric truck for the Canadian market and volume production targets of 400 trucks minimum by the end of 2022.

On April 27, 2021, the Company announced that it has signed a supply agreement with Vicinity Motor Corp. ("Vicinity") to deploy Exro enhanced electric buses. Vicinity (formerly Grande West Transportation Group) is a leading supplier of advanced shuttle transportation vehicles for public and commercial use. Exro will supply the Coil Drive System technology and Vicinity will conduct operational validation through deployment of an optimized electric powertrain for Vicinity's suite of electric buses. The Coil Drive System solution is expected to enable the next generation of electric buses with improved performance that accelerates the transition to a sustainable public transit system. Vicinity will test and validate the Coil Driver™ powertrain integration with the intent of implementing it in future serial production batches of the electric bus product line.

On June 17, 2021, Exro announced a strategic development agreement with Linamar, a global powerhouse in automobile parts manufacturing, to develop an advanced electric drive solution for electric vehicles. Linamar and Exro have agreed to develop an advanced eAxle utilizing Coil Driver™ technology to improve cost and performance of Linamar's eAxle product line. An eAxle is an integrated electric drive solution for battery electric vehicles ("BEV") or fuel cell electric vehicles ("FCEV"). The integrated solution aims to provide better manufacturing costs and a more efficient volume usage, without sacrificing key performance capabilities.

On July 7, 2021, Exro announced that it has received final approval for the listing of its common shares on the Toronto Stock Exchange (the "TSX"). As of July 8, 2021, under the trading symbol "EXRO," the Company's common shares and warrants were delisted from the TSX Venture Exchange, and available for purchase on the TSX.

On July 15, 2021, Exro announced a new market application for its patented Coil Driver™ technology that has the potential to dramatically reduce the cost and complexity associated with deploying electric vehicle ("EV") infrastructure at scale. The Coil Driver™ technology can be used to deliver Level 1 to Level 4 charging capabilities and provide electricity back to the grid with significantly less power electronics. This includes charging capabilities from renewable energy sources like solar and wind power. The Company filed a new family of patents that covers this additional functionality for the Coil Driver™, further strengthening its cost positioning and demonstrating its continued commitment to driving bold innovative solutions in EV power electronics. The recent patent filing raises Exro's combined held and submitted patent portfolio to 38.

On July 27, 2021, the Company announced the location of its U.S. headquarters in Mesa, Arizona. From its 15,000 square foot location in Mesa, Arizona, Exro will expand its research, development, and testing to optimize power within electric vehicles (EVs) of all types, from scooters and e-bikes to electric cars and buses.

On October 7, 2021, Exro announced its first independent third-party testing of its Coil Driver™ technology that was conducted by AVL, the world's largest independent company for development, simulation and testing of powertrain systems and software for the automotive industry. A series of tests were performed on an electric motor dynamometer ("dyno") with the Coil Driver™ to demonstrate coil switching performance at various speeds and under different conditions. Results from AVL's testing demonstrated the Coil Driver™ successfully switches coil configurations while in operation on an electric motor seamlessly. These results prove Exro has successfully combined two traditionally separate formats of power electronics, the series mode for low-speed torque and parallel mode for high-speed efficiency, for the first time.

On November 3, 2021, Exro announced the launch of its services arm to provide vehicle integration solutions for automakers pursuing electrification. The new division, called Exro Vehicle Systems (the "division"), will provide end-to-end electric vehicle (EV) design and engineering services. Exro's Vehicle Systems division will focus on complete powertrain designs that integrate Exro's core technology with vehicle powertrains including embedded software, Vehicle Control Units (VCUs) and batteries. The division will build on Exro's suite of existing product offerings with Coil Driver™ and Battery Control System to solve additional challenges for automotive customers. It is expected that the services division can yield business for the Coil Driver™ by introducing automakers to Exro's independently tested technology in the early design stages to create lower cost yet higher performing electric vehicles at scale, which is the key to accelerating EV adoption. The Company opened its facility in Michigan in January 2022.

On November 8, 2021, Exro announced it had submitted an initial application to list on The Nasdaq Stock Market LLC ("Nasdaq"). The pursuit of the Nasdaq listing will enable the Company to accelerate its business strategy in the United States and attract institutional investors and retail investors, while enhancing shareholder value. The listing of Exro's common shares on Nasdaq remains subject to the review and approval of the listing application and the satisfaction of all applicable listing and regulatory requirements, including approval of a registration statement to be filed by the Company with the U.S. Securities Exchange Commission. Exro's shares will continue to trade on the OTCQB under the symbol

“EXROF” until the Nasdaq approval and listing. Exro will continue to maintain the listing of its common shares on the Toronto Stock Exchange under the trading symbol “EXRO.”

On November 17, 2021, the Company announced the successful new vehicle integration of its 100 Volt Coil Driver™ technology marking the second vehicle integration of the Company’s Coil Driver™ technology and follows an independent assessment proving the technology successfully combines two traditionally separate formats of power electronics for the first time and has the potential to reduce the weight and cost of electric powertrains. This vehicle integration showcases how Exro technology can be applied to optimize new light-duty electric vehicle (EV) applications. The emerging growth partner entered a non-disclosure agreement (NDA) with Exro to improve performance by providing improved acceleration at low speed and power output at high speed of its fully electric compact car designed for the European market. The Exro and NDA partner teams then worked diligently to successfully integrate the 100 Volt Coil Driver™ into the light-duty EV, which optimizes the powertrain by expanding the torque and power output of the motor.

On November 23, 2021, employees moved into its U.S. headquarters in Mesa, Arizona. The plans for Exro’s 15,000 square foot Arizona office include a research and development facility, an innovation center, and a robust engineering area from which the Company will continue product development and testing of the Coil Driver technology’s ability to cost-effectively optimize and improve performance in electric motors. Exro will also develop and pilot its Energy Storage System from the same location.

On December 9, 2021, the Company officially opened the doors for employees to its manufacturing facility (the "facility" or "new facility") in Calgary, Alberta. Exro’s 37,000 square foot Canadian facility will feature automotive-grade production lines, product showrooms, and collaborative office space for the Company’s growing team of 50+ Calgary-based employees. Exro’s Canadian facility will be compliant with automotive grade manufacturing standards ISO 9001:2015 and IATF 16949, as well as ISO 26262 for functional safety. The facility can support low-volume manufacturing and deliver approximately 100,000 Coil Driver units per year for use across a wide range of electric mobility applications from two-wheel recreational to passenger vehicles and even up to commercial and industrial vehicle applications. The facility will also manufacture the Battery Control System for energy storage applications.

On December 30, 2021, the Company announced it has initiated a partnership with Untitled Motorcycles to demonstrate the advantages of Exro’s patented Coil Driver technology in Untitled Motorcycles’ award-winning XP Zero electric motorcycle. In entering this partnership, the two companies will collaborate to integrate Exro’s 100 Volt Coil Driver technology into limited edition XP Zero electric motorcycles. Exro will provide technology and integration support, while leveraging Untitled Motorcycles’ world-class design and development expertise.

Year ended December 31, 2020

On January 15, 2020, the Company announced plans to open a 6,500 sq. ft. innovation center in Calgary, Alberta, to demonstrate how the Company’s technology can improve the performance of electric motors. The Exro Innovation Center ("**EIC**") will also increase the Company’s laboratory space, allowing it to expand its service capabilities to customers and showcase areas in which the Company’s technology can be applied to key sectors of the economy. The Company expects the EIC will also host collaborative events to explore advances in energy consumption and electric motor innovations, with participants from Calgary, across Canada and international jurisdictions. The relocation of the Company’s laboratory space from Victoria, British Columbia, to Calgary, Alberta was completed in June, 2020.

On February 6, 2020, the Company announced a partnership with Finland’s Aurora Powertrains Oy ("**Aurora**"), which in 2019 released an all-electric production snowmobile: the "eSled". The Company and Aurora have agreed to work to both increase motor performance and decrease production costs for future production of the eSled and other Aurora products. The Company’s technology is to be added to the Aurora electric powertrain, a further move to global commercialization of the Company’s technology.

On April 28, 2020, the Company announced it signed a collaboration and supply agreement (the "**Supply Agreement**") with Clean Seed Capital Group Ltd. ("**Clean Seed**") to integrate the Company's technology into Clean Seed's high-tech agricultural seeder and planter platforms, in an effort to advance the electrification of heavy-farm equipment. Under the Supply Agreement, Clean Seed will issue a purchase order to integrate the Company's electric-motor-enhancing technology into Clean Seed's latest technology offerings and beyond. Clean Seed, in collaboration with the Company, anticipates building a working prototype that is expected to be implemented in the field by late 2021.

On June 12, 2020, the Company sold its wholly-owned subsidiary, Exro Europe AS ("**Exro Europe**") and related technology, back to RAW Holdings AS for a purchase price of \$16,250. The sale was completed pursuant to the exercise of a re-purchase right as part of the Company's acquisition of Adaptive Technologies AS ("**Adaptive**") on August 29, 2018 (the "**Adaptive Agreement**"). Adaptive was subsequently renamed Exro Europe. Under the Adaptive Agreement, Adaptive shareholders had a right to re-purchase Exro Europe at 130% of the original purchase price in the event the Company elected not to commercialize certain technology acquired from Adaptive.

On June 15, 2020, the Company announced it had initiated a collaboration agreement with Zero Motorcycles Inc. ("**Zero**") to evaluate Exro's patented coil drive technology using Zero's SR/S powertrain platform. Zero is a developer of electric-powered motorcycles offering what Zero believes to be a superior riding experience. Exro and Zero have agreed to collaborate to integrate Exro's Coil Drive technology into a Zero ZF75-10 based motorcycle. The agreement will involve motor technology and integration support from Zero, while Exro will provide power electronics design and supply.

On July 10, 2020, the Company completed a short form prospectus offering (the "**July 2020 Offering**") of 11,428,571 units at a price of \$0.70 per unit for gross proceeds of \$8,000,000. Each unit was comprised of one Common Share and one-half of one common share purchase warrant of the Company. Each whole common share purchase warrant is exercisable to acquire one Common Share at an exercise price of \$0.90 per share until June 10, 2022, subject to adjustment in certain events. In connection with the July 2020 Offering, the Company issued 571,428 Common Shares and 914,285 broker warrants, each exercisable to acquire one Common Share at an exercise price of \$0.70 per share until July 10, 2022, as compensation for services rendered in connection with the July 2020 Offering.

On July 15, 2020, the Company announced that it will be partnering with Australia's SEA Electric Pty Ltd. ("**Sea Electric**"), a global leader in the electrification of commercial vehicles, to enhance electric powertrain technology for heavy duty trucks and delivery vehicles. SEA Electric and Exro have agreed to co-develop and test powertrains based on Exro's Coil Driver and the SEA-Drive technologies.

On September 22, 2020, the Company was listed on the TSXV and the Common Shares began trading under the symbol "EXRO".

On September 24, 2020, the Company announced it had entered into a collaboration agreement with Heinzmann GMBH & Co. KG ("**Heinzmann**") to integrate Coil Driver technology with Heinzmann's advanced motor designs for mobility applications. The agreement will involve motor technology and integration support from Heinzmann, while the Company will provide testing, power electronics design, and supply. The parties are proposing to utilize Exro's Coil Driver to improve the speed range and torque output capabilities of Heinzmann's traction applications in an effort to optimize Heinzmann's powertrains and improve performance in the gradeability, power density and top speed of Heinzmann's products.

On October 7, 2020, the Company announced test results of a field test of the Company's technology conducted by Motorino Electric ("**Motorino**"), one of the Company's early partners, against a standard electric bike. Motorino's testing found that the Exro-enhanced electric bike saw its performance increase by more than 20 per cent, and up to 50 per cent in climbing conditions. Following these results, Exro has begun negotiations with Motorino regarding the production of a commercial Exro-enhanced electric bike for late 2021.

On October 15, 2020, the Company announced it has begun working with Traktionssysteme Austria GmbH ("**TSA**") to develop enhanced commercial vehicles by integrating TSA's traction motor systems with Exro's Coil Driver technology. Exro and TSA will collaborate on a technology update for heavy duty electric vehicles and traction motors and drives. Examples of heavy-duty vehicles include delivery vans, buses, and trucks. According to MarketsAndMarkets Inc., the global traction inverter market is projected to grow at a CAGR of 17.57% from USD \$2.5 billion in 2018 to reach USD \$7.7 billion by 2025.¹

On October 20, 2020, the Company opened the doors to the Company's EIC. The EIC has been designed to allow in-house design, testing, and assembly of manufactured products to enhance the performance of electric motors and powertrains. The Company is proposing to feature small and large test bays to demonstrate the Company's patented technology in relevant environments and accelerate prototypes in operating applications. The Company believes the EIC will expand the potential for more strategic partnerships while also creating a platform for proof of concepts in new research and development projects. Exro will continue to be focused on its mission to deliver intelligent innovations in electrification with minimum energy and maximum results.

On December 14, 2020, the Company completed a short form prospectus offering of 12,915,384 shares at a price of \$3.25 including the over-allotment option which was exercised by the agents for total gross proceeds of \$41,974,998. In connection with the offering, share issuance costs were \$284,990 and the Company issued 839,500 warrants exercisable at \$3.25 per common shares for a period of 24 months from the date of issuance and the Company issued 645,769 corporate finance shares.

Year ended December 31, 2019

On March 22, 2019, the Company completed a private placement of 8,180,500 shares at a price of \$0.25 per share for proceeds of \$2,045,125. The Company paid finders fees of \$143,159 and issued 572,635 broker warrants with an exercise price of \$0.35 per share with a twelve-month expiry.

On August 21, 2019, Sue Ozdemir joined Exro as the Company's new Chief Executive Officer ("**CEO**"). Ozdemir is recognized as an accomplished executive and industry expert as she has more than two decades of accomplishments in the electric motor industry, including eight years at General Electric Company ("**GE**").

On September 9, 2019, Exro announced it had signed its first Licensing Agreement with Motorino Electric ("**Motorino**"), marking a major advancement in electric motor performance coming to market. Motorino is a pioneer in the Canadian electric transportation industry starting over 17 years ago with its first product launch, and now having dozens of products across the electric bicycle, electric scooter and electric motorcycle categories. Exro's engineered technology provides a torque increase of greater than 25 per cent for the Motorino e-bike resulting in a corresponding increase in acceleration of greater than 25 per cent.

On September 13, 2019, Exro announced that it had granted incentive stock options to directors, officers and consultants to purchase an aggregate of 3,225,000 shares in the capital of the Company at a price of \$0.25 per share, pursuant to the terms of its stock option plan. All of the options are subject to vesting provisions, and any shares issued upon exercise of an option will be subject to a hold period of four months and one day from the date of grant.

On September 18, 2019, the Company announced its first production order for Motor Drivers from Potencia Industrial, S.A. DE C.V. ("**Potencia**").

¹ <https://www.marketsandmarkets.com/PressReleases/vehicle-inverter.asp>

On October 21, 2019, the Company completed a private placement of 6,023,110 shares at a price of \$0.27 per share for proceeds of \$1,626,240. The Company paid finders fees of \$67,559 and issued 250,368 broker warrants with an exercise price of \$0.40 per share with a twelve-month expiry. The fair value of the broker warrants was estimated to be \$55,458.

On November 5, 2019, Exro announced the appointment of Darryl Wilson as Chairman of Business Advisory Board. Mr. Wilson's 26-year career with GE took him around the world. He was President and CEO of GE Consumer and Industrial in Budapest, Hungary then President and CEO of Consumer and Industrial Asia Pacific in Shanghai, China. Returning to the United States in 2008, Mr. Wilson took on the role of President and CEO of GE Aero Energy in Houston, Texas amongst other roles before retiring as Vice President of Commercial GE Power in 2018.

On November 5, 2019, the Company completed a private placement of 700,000 shares at a price of \$0.27 per share for proceeds of \$198,000.

On November 12, 2019, Exro announced that Josh Sobil joined the Company in the role of Chief Commercial Officer and will be responsible for leading Exro's sales and marketing strategies globally. Mr. Sobil will manage all commercial partnerships and opportunities as Exro expands its product offerings targeting increased efficiencies and better performance in the electric motor industry as well as power conversion in various aspects of the electrification evolution.

On November 20, 2019, Exro announced a partnership with the Canadian company Templar Marine Group Ltd. ("**Templar**") to optimize the performance of electrical engines in the multi-billion-dollar e-Boat market. Templar will integrate Exro's system into Templar Marine's water taxis as a pilot project, where the company expects to see a significant increase in motor performance for both the boat's top speed, as well as improving range through increased system efficiency. Exro's validated technology has already proven it can increase motor speed by more than 30%, which Templar Marine believes will be a major breakthrough in the e-Boat sector.

On December 18, 2019, the Company announced that it had delivered the first Exro-powered e-Bike to Motorino Electric. Exro demonstrated significant gains in performance when the Exro system is integrated into an e-Bike's existing electric drivetrain. By expanding the operating parameters of the motor, Exro's engineered technology provided a torque increase of greater than 25 per cent for the Motorino e-bike resulting in a corresponding increase in acceleration of greater than 25 per cent.

THE BUSINESS

General

Exro is a clean technology company pioneering intelligent control solutions in power electronics that addresses major electrification transition challenges to help drive the adoption towards a sustainable electrified world. Exro's patented control technology expands the capabilities of electric motors, generators, and batteries. Exro seeks to accelerate the global transition to clean energy by providing products and services for e-mobility manufacturers to optimize the cost, performance, and efficiency of energy systems and electric powertrains.

The technology can optimize a wide range of electric mobility applications, from electric scooters to electric buses and larger. Most variable torque applications with the need for increased torque and speed will be a suitable opportunity for Exro's technology, especially in traction mobility and renewable energy industries. Given that Exro's technology focuses on lowering costs, improving performance and reducing energy consumption in powertrains, it is attractive to the mobility and renewable energy sectors as a technology that will return incremental dollars to a user's bottom line. Further, it is also attractive for the corresponding environmental benefits it offers which appeals to organizations following Environmental, Social & Governmental ("ESG") policies.

Currently, about 40% of electricity produced is used in electric motors and related systems, yet the design and technology have remained largely unchanged for decades². In the electric mobility space, inherent limitations of traditional electric motor and power technologies available today are unable to support the torque and speed and speed requirements at a competitive cost for mass adoption. Instead, manufacturers are compensating for performance by using additional oversized motors and heavy multi-speed gearboxes.

Exro offers a new power electronics solution for system optimization through the implementation of its technology which increases efficiency, reduces system volume and weight, and expands torque and speed capabilities, the combination of which provides the ability to lower the system cost. Our power electronics technology provides a new brain via enhanced control for motors and batteries.

Exro's advanced motor control technology, the Coil Driver™, expands the capabilities of electric powertrains by enabling two separate torque profiles within a given motor. The Exro Coil Driver™ brings electric gearing to electric vehicles ("EV") by dynamically enabling multiple power settings in a single motor with Coil Switching technology. A major advancement in the sector, dynamic motor configuration that is done electronically enables efficiency optimization for each operating mode resulting in the reduction of energy consumption. The controller automatically selects the appropriate configuration in real-time so that power and efficiency are intelligently optimized. The Coil Driver™ is the first drive to enable intelligent coil switching while in operation, which allows a motor to switch coil configurations based on torque demands from the vehicle. That operation is similar in function to a gearbox in an internal combustion engine. This product has utility in many traction applications, particularly in the transportation and mobility sectors.

Exro is also currently developing a new battery management technology called the Battery Control System ("BCS"), innovated by integrating a battery management system (BMS) with a Coil Driver inverter. BCS enables a next generation of Energy Storage System (ESS) solutions for first and second life batteries. EV battery cells reach end of life within 8-12 years. Exro's unique BCS technology extends batteries into second life for an extra 5-10 years in an ESS application, enabling greater use of existing resources and recycling to promote a circular economy. Exro expects the BCS to provide an improvement over existing battery Energy Storage Systems ("ESS") in reliability and versatility of power while enabling the repurposing of electric vehicle batteries for second-life application. The BCS will facilitate cell-level monitoring and control of batteries in energy storage systems. The expectation is total control over the flow of energy, which would allow enhanced storage of energy, while also making battery energy storage solutions of any size more cost-effective. The first BCS proof of concept was completed at the end of Q4 2020, with an energy storage pilot project to demonstrate the BCS ongoing. A grid-simulated pilot of a 25kW energy storage system was successfully completed in Q2 2021. The development of a grid-connected energy storage system pilot unit to demonstrate commercial viability is currently underway. The BCS Stationary Energy Storage pilot unit will be sent to UL (Underwriters Laboratories) for certification and a commercially viable product is expected to be ready in Q4 2022.

Exro's business model is to develop partnerships with companies that are established in their respective markets, specifically those that welcome potentially disruptive innovation in their product lines and have adequate internal engineering capacity, growing sales, and an existing customer base. These include companies that manufacture automotive equipment such as electric bikes, electric cars, and electric commercial vehicles. Manufacturers of electric motors, generators, batteries, electric axles ("e-Axles") also make ideal partners, since Exro's patented technology and engineering capabilities act as the "intelligence" to enhance performance characteristics of overall power systems.

Exro has built a foundation of intellectual property in power electronics and intends to protect and commercialize new innovations in this space. It is Exro's intent to either manufacture its inverters when the quantity can be supported by its low volume manufacturing facility capacity or license its technology where

² <https://www.cleantech.com/electric-motors-and-industrial-efficiency-innovation-is-key-for-evs/>

applicable for high volume manufacturing. It will also consider outsourcing and engaging in manufacturing partnerships to accelerate supply to customers where necessary. Exro believes this business model is scalable, requiring much lower capital investment than building a full high-volume manufacturing business. This approach offers the opportunity to address several market segments concurrently, incrementally and in rapid succession by building on earlier success. Exro will work closely with development partners and customers to integrate its technology into their products and develop new intellectual property for

Exro Technology

Coil Driver™ Technology

The Coil Driver™ is an inverter that integrates control of electric motor coil configuration into the power electronics. This gives the power electronics control of the machine coil configuration in real time, providing a range of additional options, as opposed to a fixed machine configuration. This enhanced control allows the Coil Driver™ to intelligently coil switch, or in other words, switch between optimal coil configurations while in operation. The intelligent coil switching is what enables the power optimization of the electric motor for improved performance and increased efficiency as shown in Figure 1.

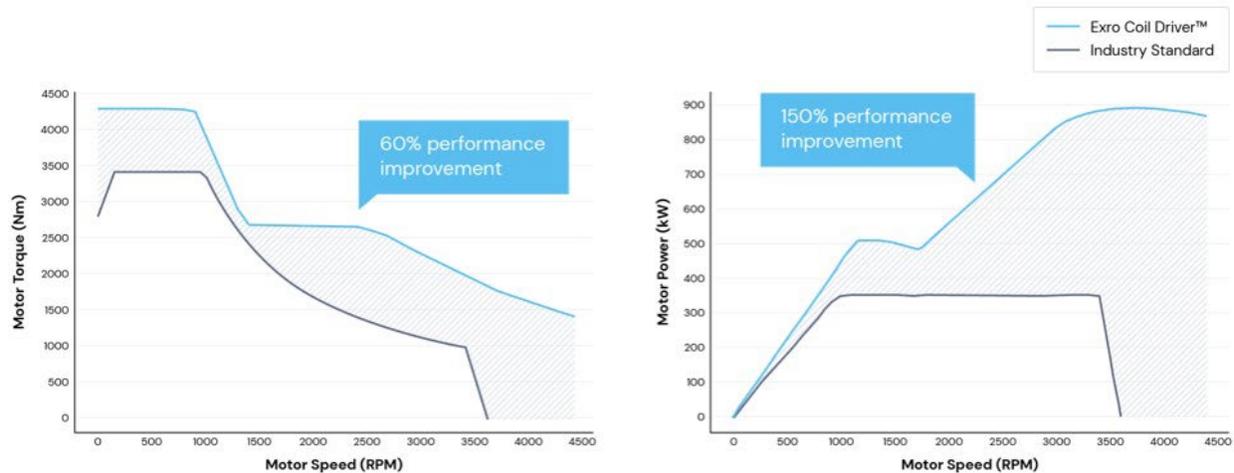


Figure 1. Performance charts are based on simulation results from a system comprised of 800V Coil Driver™ HV and TSA TMPW 38-26-8 permanent magnet synchronous motor and are subject to change.

The Coil Driver™ accomplishes intelligent coil switching with its advanced control algorithms and innovative drive topology. The controller will select the optimal configuration for a given operating condition and enable two separate torque profiles that expand the capabilities of the electric motor throughout the speed range. Traditionally, electric motor coils have been wired in a single configuration and the designer had to select the configuration that was the best compromise throughout the speed range.

The recent patent filing in July 2021 by Exro introduced that the Coil Driver™ technology can also be used as a grid-level power charger to deliver Level 1 to Level 4 charging capabilities and provide electricity back to the grid. This includes charging capabilities from renewable energy sources like solar and wind power. Currently, EVs require three different types of power electronics components to power the vehicles in motion and charge the batteries from the grid or renewable energy sources: a motor drive, on-board charger (“OBC”) and external DC fast charging station. Exro engineers found that the Coil Driver™ technology can replace all three components, significantly reducing the cost and complexity of deploying EVs and the charging infrastructure at scale.

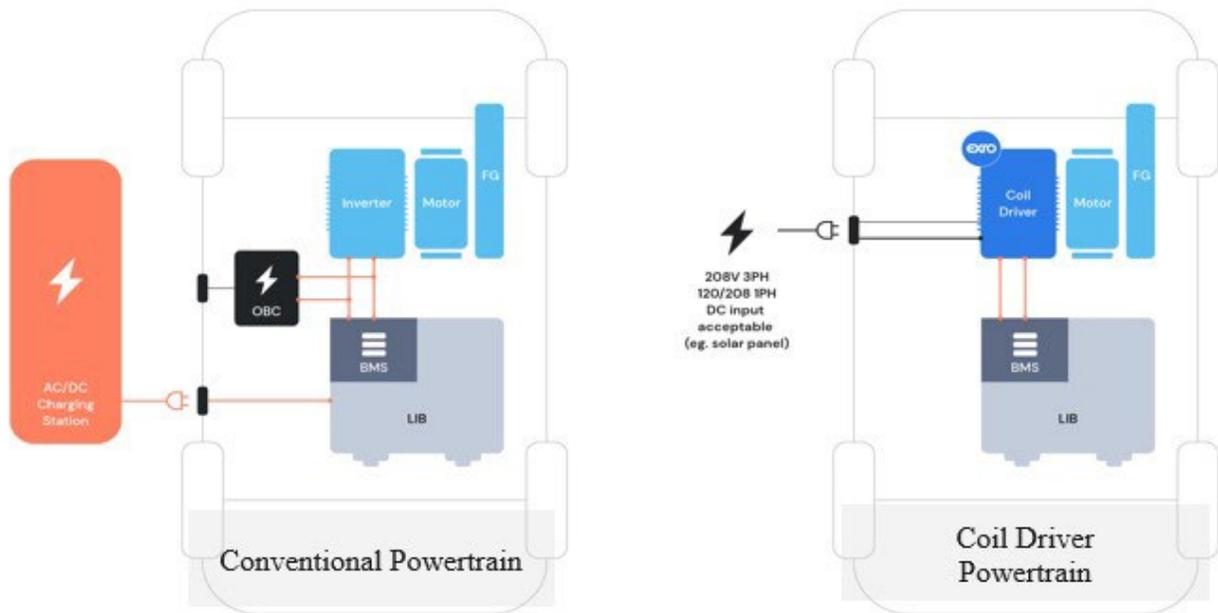


Figure 2. The drawings are to illustrate how Exro's Coil Driver™ technology new feature can eliminate the need for onboard OBC or external charging infrastructure.

Battery Control System Technology

With the innovative foundation of the Coil Driver's topology and advanced algorithms, the Company has been able to develop the BCS. The Company is optimistic that BCS can become a market leader in second-life battery energy storage solutions. The upfront cost for batteries is one of the major roadblocks to mass-market electric vehicle and electric technology adoption. In short, "second life" use consists of reusing a battery that no longer meets the requirements of one application but can still be used for a less-demanding application. Exro's BCS technology applies the principle of controlling energy at the individual cell level to lithium-ion batteries in stationary storage. Exro aims to improve battery performance and efficiencies, which could result in longer usage and a second life battery application.

Outlook

Exro's goal is to become profitable as quickly as possible without stunting growth. This will take place primarily through revenue generated from strategic partnerships which may manufacture the coil drivers through a rapid assembly line in the short-term and mid-term, and then licensing or utilizing manufacturing partners for the Company's technology in the long-term.

Exro's future will be focused on securing and processing strategic partnership arrangements. It is the Company's long-term goal to evolve every collaboration into a commercial arrangement. The central purpose of collaboration will be to determine the economic benefits when the Company's technology is integrated into an electric motor, generator, or battery for a particular application. This process will become more systematized as third-party commercial case studies demonstrate efficiencies in target applications.

Project Status

Exro has the following ongoing key projects:

Strategic Partners

- Linamar - The goal is to develop a next-generation e-Axle utilizing Coil Driver™ technology to improve the cost and performance of Linamar's e-Axle product line. In the initial phase of development, Exro

will supply Coil Driver™ development samples and optimized electric motors for integration in e-Axle program testing. Linamar will supply and integrate the remaining critical elements of the e-Axle system, including the gearbox assembly, for lab and on-road testing. Completed testing and validation of prototypes is on track for the second quarter of 2022 delivery. Following successful testing of the e-Axle program, Exro and Linamar will jointly promote the technology to the market with the intention of commercializing the Coil Driver™ e-Axle into series production.

Commercial Partners

- Zero Motorcycles, Inc. (“**Zero**”) - Exro has been collaborating with Zero Motorcycles to integrate Exro’s Coil Drive technology into a Zero motorcycle to improve powertrain performance. Exro has successfully provided Zero with the performance test results that demonstrates the Coil Driver’s optimization of low-end torque and high-end speed when combined with the Zero motor powertrain. Exro and Zero have completed side-by-side testing using Exro’s 100 Volt Coil Driver™ and Zero Motorcycles’ OE premium electric powertrain. The results validated the Coil Driver’s performance in electric motorcycles’ and demonstrate the ability of Exro’s 100 Volt Coil Driver™ to improve motor performance in light electric vehicles.
- SEA Electric Pty Ltd. (“**SEA Electric**”) - The Company’s goal as it relates to this project is to enhance electric powertrain technology for heavy duty trucks and delivery vehicles. Recognized as a global leader in the electrification of commercial vehicles, SEA Electric and Exro will co-develop, and test powertrains based on Exro’s Coil Driver™ and the SEA-Drive technologies. Supply chain and test capacity delays have impacted deliveries on two key projects: 1) an upfitted Mack LR garbage truck with Exro’s 800V drive system and 2) an upfitted F59 delivery truck with Exro’s 400V drive system. Despite these delays, Exro has been able to demonstrate increased torque in the final testing on its high-speed mode with the TSA motor. The projects anticipate delivery of pilots in Q2 2022.
- Vicinity - The Company’s goal is to supply the Coil Drive System technology. Vicinity will test and validate the Coil Driver™ powertrain integration with the intent of implementing it in future serial production batches of the electric bus product line.
- Land Electric Motorcycles (“**LAND**”) - Land signed a letter of intent to work with Exro to optimize the powertrain for the District motorcycle with the Coil Driver™ and to purchase up to 2,000 units after the unit is validated by LAND. An Exro Coil Driver™ was integrated into a LAND motorcycle and testing completed by LAND as part of the validation. Additional testing over the application of the Coil Driver™ technology with LAND’s motorcycle is ongoing.
- Potencia Industrial, S.A. DE C.V. (“**Potencia**”) - This project is a multi-stage delivery that started with the Exro motor driver. This driver was delivered in June 2020 and following a thorough customer validation process, test bench results demonstrated performance improvements in Potencia’s electric motor with Exro’s 100 Volt Coil Driver™. The Exro and Potencia teams also completed the installation of the 100 Volt Coil Driver™ into their vehicle application and will now move forward to six to nine months of on-road operational reliability testing.
- Aurora Powertrains Oy (“**Aura**”) – Aurora continues to work alongside the Exro team in validating the Coil Driver™ with their innovative snowmobile. This validation would open the door to the recreational mobility segment for Exro and shed light on commercialization with Aurora in a growing electric snowmobile market.
- NDA Partner (Europe) – Exro completed a second successful vehicle integration of its 100 Volt Coil Driver™ technology with an NDA Partner developing electric compact cars for the European Market. The electric compact car is in operation for road testing, and Exro is working with the NDA partner to validate its functional reliability, safety and enhanced operating performance. The partner plans to continue testing the 100V Coil Driver™ in various operations.

Product Segment	Addressable Markets	Partners
Low Voltage (LV) 48 – 100V	Scooters; electric bikes; recreational; light electric cars and motorcycles	<ul style="list-style-type: none"> • Land • Heinzemann • Potencia • Zero
High Voltage (HV) – 400 – 800V	Fleet vans; electric buses; passenger vehicles, long-haul trucks; and industrial vehicles	<ul style="list-style-type: none"> • Linamar • SEA Electric • Vincinity • TSA
Battery Control Systems	Energy storage solutions	

Motor Partners

- Traktionssysteme Austria GmbH (“**TSA**”) - Exro and TSA will collaborate on motor design to integrate Coil Drive Technology. Exro has delivered a Coild Driver™ to TSA, and high-power testing is being completed through a dynamometer in Austria by TSA with Exro support. Further results of testing on the peak performance of the system will be provided by TSA, and the Coil Driver™ will be deployed for further integration.
- Heinzmann GMBH & Co. KG (“**Heinzmann**”) - Exro and Heinzmann completed motor testing with an integrated Coil Driver™. This provides new possibilities for optimizing powertrains to improve performance in gradeability, power density and top speed. Exro and Heinzmann continue to evaluation applications between the motor and Coil Driver™.

It is cautioned that not all aforementioned projects will turn into orders and generating revenue. These key partnerships are to demonstrate the scalability and versatility of Exro’s technology. Once the technology is proven by Exro and validated by a partner as per requirements, active discussions around commercial viability begin. Then the partner can determine to place purchase orders. Revenue is generated once the finished products are shipped to the partner. Exro continues discussions with several potential commercial customers to explore a variety of mobility applications. The Company continues to evaluate customer provided data, which helps us to determine the optimal fit for Exro and our partners.

Competitive Conditions

Exro competes with other manufacturers of e-mobility power electronics for electric motors and stationary battery energy storage companies globally to innovate and reliably provide solutions for improving electric motor and battery performance. Exro’s technology offers a unique advantage in the growing e-mobility with dynamic coil switching that improves electric motor performance and efficiency. Exro took the same fundamental technology approach to battery management and also offers a unique advantage to batteries with cell-level control for energy storage systems.

Coil switching through power electronics for e-mobility applications is a new concept that incumbent e-mobility powertrain electronics manufacturers have yet to provide. It can enable new benefits to the industry at scale by increasing performance and reducing the cost and complexity of electric vehicles and their charging infrastructure. This sets Exro apart in the space amongst competitors and positions the Company to view potential competitors as potential partners.

Intellectual Property

As is typical for a development-stage technology company, Exro relies on self-developed patents as a major component of our intellectual property portfolio. Exro's future will be focused on securing and processing strategic partnership arrangements and licensing agreements. It is the Company's goal to evolve every collaboration into a commercial arrangement.

As Exro's technologies become integrated into third-party products, protection of Exro's intellectual technology will be key. Exro's technology and intellectual property is wholly owned in six patent families providing protection in strategically important countries. There are 25 granted patents, 12 pending and 6 published applications. The following table provides the particulars of Exro's issued patents.

Publicly available records indicate the patent-pending applications:

Patent Code	Name	Content	Status	1st Filing
EXU001	Poly-phasic multi coil generator/electric device	Optimized variable speed rotating machine design that minimizes the impact of the magnetic drag produced on the generator.	7 Issued in US, Canada.	2005
EXU002	Poly-phasic multi coil generator	Similar to EXU001	1 issued in Korea.	2007
EXU003	Power conversion system for a multi-stage generator	Power conversion system that combines and converts the electrical power waveforms generated by the multi-stage generator into a usable form consumable by an electrical load.	1 Issued in US. 1 issued in India.	2014
EXU004	Poly-phasic multi-coil generator/electric device	Adaptable generator with more than a single "sweet spot", increasing the efficiency of power generation in environments with varying source energy or load requirement.	2 Issued in US.	2009
EXU005	Variable coil configuration system, apparatus, and method	Variable coil configuration (VCC) with detailed circuit design for coil switching that reduces switch count and cost.	12 issued in US, CA, CN, DE, DK, EP, FR, GB, HK, IN, IT, SE	2010
EXU006	Electrical machines such as generators and motors	Approaches to manufacture an electric machine with relatively low weight, yet which may have sufficient strength and rigidity to maintain the air gap.	1 Issued in US.	2013
EXU007	Variable coil configuration system control, apparatus, and method	Mechanical switching module designed to reduce cost and improve efficiency.	3 pending in JPN, MX, HK- 3 pending with amendments filed in US, CN, CA (US allowed and soon to be granted)	2018
EXU008	Fault tolerant rotating electric machine	Fault tolerant system that isolates specific coils, while allowing other elements to continue to operate.	2 pending in US and CA	2020
EXU009a	Systems and methods for intelligent energy storage	Control subsystem (comprised of processor, memory, switches) for the energy storage cells, to optimize the storage of the electrical power received from the generator.	2 pending in US and Canada.	2019
EXU009b	Systems and methods for intelligent control of rotating electric machines	System design to provide benefits of multiple rotating electric machines with just one machine, having the ability to reconfigure its coils in real time and under load.	2 pending in US and Canada.	2019
EXU010	Modular battery formation system and battery conditioning apparatus	Battery formation system comprised of a chassis, terminals, controllers (processor, multiple chargers that have a microcontroller and solid-state switches) to optimize the formation stage of battery production.	1 published – application abandoned	2020

- a) are National Entry phases of Patent Cooperation Treaty applications which by nature prescribe a thirty-month delay from the parent application's priority date before a national entry application is completed;
- b) have had examination fees paid and examination requested as early as March 24, 2011, with the first Examination Report not yet received in some cases.

The delay with respect to some pending patent applications are related to confidentiality and business matters.

Specialized Skill and Knowledge

Development of the Company's BCS technology and Coil Driver technology requires specialized skills and knowledge in the areas of electronic engineering, mechanical engineering, and computer software engineering. Exro has obtained personnel with the required specialized skills and knowledge to carry out its operations. Management is comprised of a team of individuals who have extensive expertise and experience in the areas of engineering and manufacturing of power electronics for electric motors and batteries and are complemented by an experienced board of directors. See "*Directors and Officers*" below for further information regarding management of the Company.

While the current labour market in the industry is highly competitive, the Company expects to continue to be able to attract and maintain appropriately qualified employees into fiscal 2022.

Employees

As of December 31, 2021, the Company had 76 employees. As of March 29, 2022, the Company has 93 employees.

Foreign Operations

The Company's US operations are located in Arizona, United States of America for business development and technology research, and in Michigan, United States of America for the Company's engineering services.

Reorganizations

As disclosed above, on July 26, 2017, BioDE and its wholly owned subsidiary 10889001 BC Ltd. completed a transaction with Exro Technologies Inc. (a predecessor entity to the Company) to form the Company as it currently exists. See "*Corporate Structure – Name, Address and Incorporation*" and "*General Development of the Business – Three Year History*" for further information.

RISK FACTORS

AN INVESTMENT IN SECURITIES OF THE COMPANY IS HIGHLY SPECULATIVE AND INVOLVES A HIGH DEGREE OF RISK AND SHOULD ONLY BE MADE BY INVESTORS WHO CAN AFFORD TO LOSE ALL OR PART OF THEIR INVESTMENT.

Prior to making an investment decision, investors should consider the investment risks set forth below and those described elsewhere in this AIF, which are in addition to the usual risks associated with an investment in a business at an early stage of development. The directors of Exro consider the risks set forth below to be the most significant, but do not consider them to be all of the risks associated with an investment in securities of Exro. If any of these risks materialize into actual events or circumstances or other possible additional risks and uncertainties of which the directors are currently unaware or which they consider not to be material in connection with Exro's business actually occur, our business, financial condition, results of operations and prospects for growth are likely to be adversely affected. In such circumstances, the price of Exro's securities could decline and investors may lose all or part of their investment. Additional risks and

uncertainties not presently known to us or that we currently deem immaterial also may materially and adversely affect our business, financial condition and results of operations. See also "Cautionary Statement Regarding Forward-Looking Statements."

Risks Related to Our Business

The COVID-19 global pandemic has had and may continue to have a negative impact on our financial results, operations, outlook, goals, growth prospects, cash flows, liquidity and share price, and the potential timing and ultimate duration of these negative impacts is uncertain

The outbreak of the coronavirus ("COVID-19") pandemic has negatively impacted, and may continue to negatively impact, our plans and activities. We may face disruption to operations, supply chain delays, travel and trade restrictions and impact on economic activity in affected countries or regions can be expected and can be difficult to quantify. The pandemic represents a serious threat to maintaining a skilled workforce industry and could be a health-care challenge for us. There can be no assurance that our personnel or the personnel of our collaborating partners and suppliers will not be impacted by the COVID-19 disease and ultimately that we would see our workforce productivity reduced or incur increased medical costs/insurance premiums as a result of these health risks. Additional cybersecurity risks exist due to personnel working remotely. In addition, the COVID-19 pandemic has created a dramatic slowdown in the global economy. The duration of the COVID-19 outbreak and the resultant travel restrictions, social distancing, government response actions, business closures and business disruptions, can all have an impact on our operations and access to capital. There can be no assurance that we will not be impacted by adverse consequences that may be brought about by the COVID-19 pandemic on global financial markets, which may include reductions in share prices and financial liquidity that could in turn severely limit the financing capital available.

We are subject to many risks common to early-stage enterprises, including undercapitalization, cash shortages, limitations with respect to personnel, financial and other resources, a history of losses, and a lack of revenues or profits

We are an early-stage business venture focused on electric motor power electronics and battery control technology, and we are currently pre-revenue. We are therefore subject to many of the risks common to early-stage enterprises, including under-capitalization, cash shortages, limitations with respect to personnel, financial, and other resources, a history of losses, and lack of revenues or profits. There is no assurance that we will be successful in achieving a return on your investment, and the likelihood of success must be considered in light of our early stage of operations.

Since inception, we have accumulated net losses. We incurred net losses of \$24,578,962, \$10,969,454, \$4,665,031 and \$3,127,345 in the fiscal years ended December 31, 2021, 2020, 2019 and 2018, respectively. Management expects to continue to incur substantial operating losses unless and until such time as product sales generate sufficient revenues to fund continuing operations.

Operating results for future periods are subject to numerous uncertainties, and it cannot be assured that we will achieve or sustain profitability. Our prospects must be considered in light of the risks encountered by companies in the early stage of development, particularly companies in new and rapidly evolving markets.

We operate in a capital-intensive industry and will require a significant amount of capital to continue operations

If the future revenue from sales of our power electronic, coil driver and battery control products (or licensing thereof), if any, is not sufficient to cover our cash requirements, we will need to raise additional

funds through the sale of equity or other securities, or the issuance of debt. Financing may not be available at terms that are acceptable to us, if at all.

Our ability to obtain the necessary financing for our business is subject to a number of factors, including general market conditions and investor acceptance of our business plan. These factors may make the timing, amount, terms and conditions of such financing unattractive or unavailable to us. If we are unable to raise sufficient funds, we will have to significantly reduce our spending, delay or cancel our planned activities, or substantially change our current operations and plans in order to reduce our cost structure.

The effectiveness of our project management process may be constrained by our needs to coordinate efforts of multiple parties in different geographic locations working together in real time

We, on our own or in collaboration with partners, are involved in various projects to commercialize our technology. There is inherent risk in project execution due to the structure of the project, which involves several parties undertaking specific work in different geographic locations and having to coordinate in real time.

We are reliant on collaborating partners

Our business depends on collaborating partners. Currently, our main collaborating partners include: Linamar Corporation, Zero Motorcycles, Land Electric Motorcycles, SEA Electric, Aurora Powertrains, Heinzmann, TSA, Potencia Industrial and Vincinity Motor Corp. We anticipate that the collaborating partners will perform and deliver on development targets as agreed and planned, although there is a risk that they won't, and we operate under the constraint that the partner is not under our control.

Our technology is in the commercialization phase and may encounter unexpected performance issues

With the technology currently in the commercialization phase, there is a risk that the technology will not work as expected, particularly in vehicle reliability testing, and therefore will never be successfully commercialized, meaning that we may never receive revenues or a return on our technology development.

Our assets, operations and employees are subject to various risks for which we may not have or be able to carry sufficient insurance coverage

We currently carry insurance to protect our assets, operations and employees. While we believe insurance coverage can adequately address many of the material risks to which our business may be exposed and is adequate and customary in our current state of operations, such insurance is subject to coverage limits and exclusions and may not be available for all risks and hazards to which we may become exposed. In addition, no assurance can be given that such insurance will be adequate to cover our liabilities or will be generally available in the future or, if available, that premiums will be commercially justifiable. If we were to incur substantial liability and such damages were not covered by insurance or were in excess of policy limits, or if we were to incur such liability at a time when we are not able to obtain liability insurance, our business, results of operations and financial condition could be materially adversely affected.

Our technology may be unable to achieve broad market acceptance, which would limit our ability to generate revenue and profits from new products

Even if our product development proves to be successful, our ability to generate significant revenue and profits will depend on the acceptance of our products by our customers and end users of the products,

such as companies or individuals purchasing vehicles incorporating our technology. The market acceptance of any product depends on a number of factors, including but not limited to awareness of a product's availability and benefits, the price and cost-effectiveness of the product relative to competing products, general competition, and the effectiveness of marketing and distribution efforts. Any factors preventing or limiting the market acceptance of our technology could have a material adverse effect on our business, results of operations and financial condition.

Product liability lawsuits against us could cause us to incur substantial liabilities, and we may be subject to product recalls for product defects that are self-imposed or imposed by regulators

In the event of a failure of a future product incorporating our technology, such as a recreational vehicle or truck, we may be subject to potential product liability lawsuits. Under certain circumstances, our customers may be required to recall or withdraw the products incorporating our technology. Even if a situation does not necessitate a recall or market withdrawal, product liability claims may be asserted against us. Even if a product liability claim is unsuccessful, the negative publicity surrounding any assertion that the products caused illness or physical harm could adversely affect our reputation and brand equity.

Unfavorable global economic conditions and/or supply chain disruptions could adversely affect our business, financial condition or results of operations

Our business prospects and results of operations could be adversely affected by general conditions in the global economy and in the global financial markets. A severe or prolonged economic downturn, such as the recent global financial crisis, could result in a variety of risks to our business, including weaker demand for our product candidates and impairment of our ability to raise additional capital when needed on acceptable terms, if at all. A weak or declining economy could also strain our suppliers, possibly resulting in supply disruption, or cause our customers to delay making payments for our services. Any of the foregoing could harm our business, and we cannot anticipate all of the ways in which the current economic climate and financial market conditions could adversely impact our business.

If we fail to manage future growth effectively, we may not be able to commercialize, market and sell our products and technology successfully

Anticipated growth in our business will place a significant strain on our managerial, operational and technical resources. We expect operating expenses and staffing levels to continue to increase in the future. To manage such growth, we must expand our operational and technical capabilities and manage our employee base while effectively administering multiple relationships with various third parties. There can be no assurance that we will be able to manage our expanding operations effectively. Any failure to properly manage our expansion, implement cohesive management and operating systems, and add resources on a cost-effective basis could have a material adverse effect on our business and results of operations. Risks that we face in undertaking this expansion include:

- recruiting and training new talents;
- forecasting production and revenue;
- controlling expenses and investments in anticipation of expanded operations;
- establishing or expanding manufacturing, sales and service facilities;
- implementing and enhancing administrative infrastructure, systems and processes;
- addressing new markets; and
- establishing international operations.

We intend to continue to hire a number of additional talents, including a variety of engineering specialties. There is significant competition for individuals with experience manufacturing and servicing electric

vehicles, and we may not be able to attract, assimilate, train or retain additional highly qualified personnel in the future. The failure to attract, integrate, train, motivate and retain these additional employees could seriously harm our business and prospects.

The technology industry is very competitive, and we may be unable to compete with companies with greater financial or technical resources than us, which could negatively affect our operations

The technology industry is characterized by rapid technological developments and a high degree of competition. Access to patents and other protection for technology and products, the ability to commercialize technological developments, access to necessary capital, access to market channels and the ability to obtain necessary approvals for testing, manufacturing and commercialization will impact our potential success.

We will be competing with other technology firms in the clean technology space or with other companies with similar technologies. These companies, as well as academic institutions, government agencies and private research organizations, also compete with us in research and development, product development, and market and brand development. Additionally, these companies all compete for highly qualified scientific personnel and consultants, and capital from investors.

Timing of the market introduction of our technology or of competitors' technologies or products may be an important competitive factor. Accordingly, the relative speed with which we can complete project development, conduct appropriate safety testing and manufacture, will also be determining factors in our ability to compete successfully in the markets we enter.

Developments in alternative technologies or improvements in engine technologies may materially adversely affect the demand for electric vehicles and, as a consequence, the demand for our coil driver and power electronics products

Significant developments in alternative technologies, such as advanced diesel, ethanol, fuel cells or compressed natural gas, or improvements in the fuel economy of the internal combustion engine, may materially and adversely affect our business and prospects in ways we do not currently anticipate. For example, fuel which is abundant and relatively inexpensive in North America, such as compressed natural gas, may emerge as consumers' preferred alternative to petroleum-based propulsion. Any failure by us to develop new or enhanced technologies or processes, or to react to changes in existing technologies, could materially delay our development and introduction of new and enhanced power electronics products, which could result in the loss of competitiveness of our coil driver, decreased revenue and a loss of market share to competitors.

We are dependent on our suppliers, some of which are single-source suppliers, and the inability of these suppliers to deliver necessary components of our products according to our schedule and at prices, quality levels and volumes acceptable to us, or our inability to efficiently manage these components, could have a material adverse effect on our financial condition and operating results

Our products contain numerous purchased parts which we source globally directly from suppliers, many of which are single-source suppliers, although we attempt to qualify and obtain components from multiple sources whenever feasible. Any significant increases in our production may require us to procure additional components in a short amount of time, and in the past we have also replaced certain suppliers because of their failure to provide components that met our quality control standards or our timing requirements. Many of our suppliers have either temporarily suspended their operations or scaled back their operations in order to comply with government and regulatory orders and to protect the health of their employees due to the COVID-19 global pandemic. At this point the ultimate timing, and whether our suppliers' business and output will return to normal levels is unknown and uncertain. There is no

assurance that we will be able to secure additional or alternate sources of supply for our components or develop our own replacements in a timely manner, if at all. If we encounter unexpected difficulties with key suppliers, and if we are unable to fill these needs from other suppliers, we could experience production delays and potential loss of access to important technology and parts for producing, servicing and supporting our products.

This limited, and in many cases single source, supply chain exposes us to multiple potential sources of delivery failure or component shortages for production of our products. Furthermore, unexpected changes in business conditions, materials pricing, labor issues, wars, governmental changes, and natural disasters could also affect our suppliers' ability to deliver components to us on a timely basis. For example, there is currently a global shortage of semiconductor chip products. Many suppliers are not able to fulfil orders on short notice resulting in long lead times for ordering these components, often at higher price points. The loss of any single or limited source supplier or the disruption in the supply of components from these suppliers could lead to product design changes and delays in product deliveries to our customers, which could hurt our relationships with our customers and result in negative publicity, damage to our brand and a material and adverse effect on our business, prospects, financial condition and operating results.

Changes in our supply chain may lead to an increased cost for our products. We have also experienced cost increases from certain of our suppliers in order to meet our quality targets and timelines as well as due to our design changes, and we may experience similar cost increases in the future. Certain suppliers have sought to renegotiate the terms of supply arrangements. Additionally, we are negotiating with existing suppliers for cost reductions and are seeking new and less expensive suppliers for certain parts. If we are unsuccessful in our efforts to control and reduce supplier costs, our operating results will suffer.

There is no assurance that our suppliers will be able to sustainably and timely meet our cost, quality and volume needs. Furthermore, if the scale of our vehicle production increases, we will need to accurately forecast, purchase, warehouse and transport to our manufacturing facilities components at much higher volumes. If we are unable to accurately match the timing and quantities of component purchases to our actual needs, or successfully manage our inventory to accommodate the increased complexity in our supply chain, we may incur unexpected production disruption, storage, transportation and write-off costs, which could have a material adverse effect on our financial condition and operating results.

If we are unable to forecast and respond to advances in electric vehicle technology and battery technology, we may suffer a decline in our competitive position

We may be unable to forecast and respond to advances in electric powertrain and battery technologies and, as a result, may suffer a decline in our competitive position. Any failure to forecast and respond to advances in electric power train technology would result in a decline in our competitive position which would materially and adversely affect our business, prospects, operating results and financial condition. Our research and development efforts may not be sufficient to adapt to changes in electric power train technology. As technologies change, we plan to upgrade or adapt our technology to continue to provide our customers with the latest in electric power train technology. However, our coil driver and related power electronics technology may not compete effectively with alternatives if we are not able to source and integrate the latest technology into our customer products at a competitive price. For example, we do not manufacture battery cells or drive motors so we may be required to adapt our coil driver technology to keep up with the introduction of new motors or batteries.

Global economic conditions surrounding Russia-Ukraine could materially adversely impact demand for our products and services

Our operations and performance depend significantly on economic conditions. The ongoing war in Ukraine, and how the situation will continue to unfold, has cast uncertainty on global markets and has negatively

impacted global economic conditions. The ultimate impact and duration of current negative global economic conditions are highly uncertain. Uncertainty about global economic conditions could result in customers postponing purchases of our products and services in response to tighter credit, unemployment, negative financial news and/or declines in income or asset values and other macroeconomic factors, which could have a material negative effect on demand for our products and services and, accordingly, on our business, results of operations or financial condition.

Climate Change Issues or Natural Disasters May Impact Our Operations

Climate change or natural disasters may exacerbate certain of the risks inherent in our manufacturing operations and supply chain. Climate change could result in increasing frequency and severity of weather-related events, resource shortages, changes in rainfall and storm patterns and intensities, water shortages and changing temperatures that may result in physical damage to our manufacturing facility or those of our suppliers and customers.

Such damage may result in disrupted operations, and it may be difficult for us to continue business for a substantial period of time, which could materially adversely impact our business, financial condition or operating results and could cause the market value of our Common Shares to decline. Furthermore, severe weather incidences may cause us to incur substantial extraordinary costs, including: costs to respond during the event, to recover from the event and to possibly modify existing or future infrastructure requirements to prevent recurrence. Climate changes could also disrupt our operations by impacting the availability and costs of materials needed for production and could increase insurance and other operating costs.

The demand for commercial electric vehicles depends, in part, on the continuation of current trends resulting from historical dependence on fossil fuels. Extended periods of low diesel or other petroleum-based fuel prices could adversely affect demand for electric vehicles, which could adversely affect our business, prospects, financial condition and operating results

We believe that much of the present and projected demand for commercial zero-emission electric vehicles results from concerns about volatility in the cost of petroleum-based fuel, the dependency of the United States on oil from unstable or hostile countries, government regulations and economic incentives promoting fuel efficiency and alternative forms of energy, as well as the belief that poor air quality and climate change results in part from the burning of fossil fuels. If the cost of petroleum-based fuel decreased significantly, or the long-term supply of oil in the United States improved, the government may eliminate or modify its regulations or economic incentives related to fuel efficiency and alternative forms of energy. If there is a change in the perception that the burning of fossil fuels does not negatively impact the environment, the demand for commercial zero-emission electric vehicles could be reduced, and our business and revenue may be harmed. Diesel and other petroleum-based fuel prices have been extremely volatile, and we believe this continuing volatility will persist. Lower diesel or other petroleum-based fuel prices over extended periods of time may lower the current perception in government and the private sector that cheaper, more readily available energy alternatives should be developed and produced. If diesel or other petroleum-based fuel prices remain at deflated levels for extended periods of time, the demand for commercial electric vehicles may decrease, which could have an adverse effect on our business, prospects, financial condition and operating results.

Cyber security breaches and other disruptions to our information technology networks and systems could substantially interfere with our operations and could compromise the confidentiality of our proprietary information, notwithstanding the fact that no such breaches or disruptions have materially impacted us to date

We rely upon information technology systems and networks, some of which are managed by third-parties, to process, transmit and store electronic information, and to manage or support a variety of business processes and activities, including supply chain management, manufacturing, invoicing and collection of

payments from our customers. Additionally, we collect and store sensitive data, including intellectual property, proprietary business information, the proprietary business information of our suppliers, as well as personally identifiable information of our employees, in data centers and on information technology systems. The secure operation of these information technology systems, and the processing and maintenance of this information, is critical to our business operations and strategy. Despite security measures and business continuity plans, our information technology systems and networks may be vulnerable to damage, disruptions or shutdowns due to attacks by hackers or breaches due to errors or malfeasance by employees, contractors and others who have access to our networks and systems, or other disruptions during the process of upgrading or replacing computer software or hardware, hardware failures, software errors, third-party service provider outages, power outages, computer viruses, telecommunication or utility failures or natural disasters or other catastrophic events. The occurrence of any of these events could compromise our systems and the information stored there could be accessed, publicly disclosed, lost or stolen. Any such access, disclosure or other loss of information could result in legal claims or proceedings, liability or regulatory penalties under laws protecting the privacy of personal information, disrupt operations and reduce the competitive advantage we hope to derive from our investment in technology. Our insurance coverage may not be available or adequate to cover all the costs related to significant security attacks or disruptions resulting from such attacks.

A failure of our coil driver or battery control technology may result in product recalls for our customers

Any product recall by our customers using our coil driver or battery control technology in the future may result in adverse publicity, damage to our brand and may adversely affect our business, prospects, operating results and financial condition. We may at various times, voluntarily or involuntarily, initiate a recall if any of our electric vehicle components prove to be defective. Such recalls, voluntary or involuntary, involve significant expense and diversion of management attention and other resources, which would adversely affect our brand image in our target markets and could adversely affect our business, prospects, financial condition and results of operations.

We may become subject to product liability or warranty claims, which could harm our financial condition and liquidity if we are not able to successfully defend or insure against such claims

We may become subject to product liability or warranty claims, which could harm our business, prospects, operating results and financial condition. For example, the automobile industry experiences significant product liability claims and we face inherent risk of exposure to claims in the event our coil driver and other power electronic products do not perform as expected or malfunction resulting in personal injury or death. Our risks in this area are particularly pronounced as our coil driver products use technologically complex software algorithms to operate. A successful product liability claim against us could require us to pay a substantial monetary award. Moreover, a product liability claim could generate substantial negative publicity about our vehicles and business which would have a material adverse effect on our brand, business, prospects and operating results.

We may not succeed in establishing, maintaining and strengthening the Exro brand, which would materially and adversely affect customer acceptance of our coil driver and battery control products and in turn have a materially adverse effect on our business, revenues and prospects

Our business and prospects heavily depend on our ability to develop, maintain and strengthen the Exro brand. Any failure to develop, maintain and strengthen our brand may materially and adversely affect our ability to sell our planned products and technology. If we are not able to establish, maintain and strengthen our brand, we may lose the opportunity to expand our customer base. Promoting and positioning our brand will depend significantly on the ability of our technology and products to meet or exceed partner and customer expectations. In addition, we expect that our ability to develop, maintain and strengthen the Exro brand will also depend heavily on the success of our marketing efforts. To date we have limited experience with marketing activities as we have relied primarily on the internet, word of mouth and attendance at industry trade shows to promote our brand. To further promote our brand, we may be required to change

our marketing practices, which could result in substantially increased advertising expenses. We operate in a competitive industry, and we may not be successful in building, maintaining and strengthening our brand. Many potential competitors, particularly automobile motor and/or manufacturers headquartered in the United States, Japan and the European Union have greater name recognition, broader customer relationships and substantially greater marketing resources than we do. If we do not develop and maintain a strong brand, our business, prospects, financial condition and operating results will be materially and adversely impacted.

Our business may be adversely affected by labor and union activities

We directly and indirectly depend upon other companies with unionized work forces, such as parts suppliers and trucking and freight companies, and work stoppages or strikes organized by such unions could have a material adverse impact on our business, financial condition or operating results. If a work stoppage occurs within our business, or in one of our key suppliers, it could delay the manufacture and sale of our coil driver and battery control products and have a material adverse effect on our business, prospects, operating results and financial condition.

Our coil driver and power electronics products are subject to motor vehicle standards and the failure to satisfy such mandated safety standards would have a material adverse effect on our business and operating results

All coil driver, battery and power electronics products sold must comply with federal, state and provincial motor vehicle safety standards. In both Canada and the United States vehicles that meet or exceed all federally mandated safety standards are certified under the federal regulations. In this regard, Canadian and U.S. motor vehicle safety standards are substantially the same. Rigorous testing and the use of approved materials and equipment are among the requirements for achieving federal certification. Failure by us to have our current or future products satisfy motor vehicle standards would have a material adverse effect on our business and operating results.

If our coil driver or battery technologies fails to perform as expected our ability to continue to develop, market and sell our power electronics products could be harmed

Products derived from our coil driver or battery control technology may contain defects in design and manufacture that may cause them not to perform as expected or that may require repair. For example, our coil driver products use technologically complex software algorithms to operate. Given the inherent complexity of this software, it may contain defects and errors which would adversely impact the operation of customers' vehicles and related mobility products. While we have performed extensive testing of our coil driver technology, we currently have a limited frame of reference to evaluate the performance of vehicles in the hands of our customers under a range of operating conditions.

We are highly dependent on our management team and other key employees, consultants and advisers, and our business will be adversely affected if we are unable to attract and retain qualified personnel

Our performance will be largely dependent on the talents and efforts of highly skilled individuals. The loss of one or more members of our management team or other key employees or consultants could materially harm our business, financial condition, results of operations and prospects. Our future success depends on our continuing ability to identify, hire, develop, motivate and retain highly qualified personnel for all areas of our organization. We face competition for personnel and consultants from other companies, universities, public and private research institutions, government entities and other organizations. If we do not succeed in attracting excellent personnel or in retaining or motivating them, we may be unable to grow effectively. In addition, our future success will depend in large part on our ability to retain key consultants and advisers. We cannot assure that any skilled individuals will agree to become an employee, consultant, or independent

contractor of our company. Our inability to retain their services could negatively impact our business and our ability to execute our business strategy.

Exro is exposed to fluctuations in currency exchange rates that could negatively impact Exro's business and financial result.

Because a portion of Exro's business is conducted outside of Canada, Exro faces exposure to adverse movements in foreign currency exchange rates. These exposures may change over time as business practices evolve, which could adversely affect Exro's business and financial results.

We may not be able to successfully develop, maintain and protect our proprietary products and technologies

Our success will depend in part on our ability and that of our corporate collaborators to obtain, enforce and protect patents and maintain trade secrets in Canada, the United States and in other countries. There is a risk that we may not be able to obtain and enforce patents and maintain our trade secrets.

Patent law relating to the scope and enforceability of claims in the fields in which we operate is still evolving. There can be no assurance that patents will issue from any of the pending patent applications. In addition, there may be issued patents and pending applications owned by others directed to technologies relevant to our or our corporate collaborators' research, development and commercialization efforts. There can be no assurance that our or any corporate collaborators' technology can be developed and commercialized without a license to such patents or that such patent applications will not be granted priority over patent applications filed by us or one of our corporate collaborators.

Our commercial success depends significantly on our ability to operate without infringing the patents and proprietary rights of third parties, and there can be no assurance that our and our corporate collaborators' technologies and products do not or will not infringe the patents or proprietary rights of others.

There can be no assurance that third parties will not independently develop similar or alternative technologies to ours, duplicate any of our technologies or the technologies of our corporate collaborators or our licensors, or design around the patented technologies developed by us, our corporate collaborators or our licensors. The occurrence of any of these events would have a material adverse effect on our business, financial condition, and results of operations.

Litigation may also be necessary to enforce patents issued or licensed to us or our corporate collaborators or to determine the scope and validity of a third party's proprietary rights. We could incur substantial costs if litigation is required to defend ourselves in patent suits brought by third parties, if we participate in patent suits brought against or initiated by our corporate collaborators or if we initiate such suits, and there can be no assurance that funds or resources would be available in the event of any such litigation. An adverse outcome in litigation or an interference to determine priority or other proceeding in a court or patent office could subject us to significant liabilities, require disputed rights to be licensed from other parties or require us or our corporate collaborators to cease using certain technology or products, any of which may have a material adverse effect on our business, financial condition and results of operations.

We may need to defend ourselves against intellectual property infringement claims, which may be time-consuming and could cause us to incur substantial costs

Others, including our competitors, may hold or obtain patents, copyrights, trademarks or other proprietary rights that could prevent, limit or interfere with our ability to make, use, develop, sell or market our products and services, which could make it more difficult for us to operate our business. From time to time, the holders of such intellectual property rights may assert their rights and urge us to take licenses, and/or may bring suits alleging infringement or misappropriation of such rights. We may consider the entering into licensing agreements with respect to such rights, although no assurance can be given that such licenses

can be obtained on acceptable terms or that litigation will not occur, and such licenses could significantly increase our operating expenses. In addition, if we are determined to have infringed upon a third party's intellectual property rights, we may be required to cease making, selling or incorporating certain components or intellectual property into the goods and services we offer, to pay substantial damages and/or license royalties, to redesign our products and services, and/or to establish and maintain alternative branding for our products and services. In the event that we were required to take one or more such actions, our business, prospects, operating results and financial condition could be materially adversely affected. In addition, any litigation or claims, whether or not valid, could result in substantial costs, negative publicity and diversion of resources and management attention.

We are subject to a number of government laws and regulations, and our failure to remain in compliance with such laws and regulations could negatively impact our business and our ability to carry out our business plan

We are subject to various federal, provincial and local laws and regulations affecting corporations and the trading of our securities including, but not limited to: Business Corporations Act (British Columbia), Securities Act (British Columbia) and the Income Tax Act (Canada), Income Tax Act (British Columbia), as well as various regulatory bodies such as the BC Securities Commission, the Toronto Stock Exchange, the OTCQB operated by OTC Markets Group, and upon the completion of this offering, the Listing Rules of the Nasdaq Capital Market. In the event we are unable to remain in compliance with all of the regulations applicable to our company and operations it could negatively impact our business and our ability to execute our business strategy.

Further, as our technology is commercialized, vehicles and other products using our technology may be subject to a variety of laws and regulations both domestic and international. In the event we are unable to comply with any laws and regulations affecting such products, it may have a negative material impact on our business, operations, and financial performance.

We are subject to numerous environmental, health and safety laws and any breach of such laws may have a material adverse effect on our business and operating results

We are subject to numerous environmental and health and safety laws, including statutes, regulations, bylaws and other legal requirements. These laws relate to the generation, use, handling, storage, transportation and disposal of regulated substances, including hazardous substances (such as batteries), dangerous goods and waste, emissions or discharges into soil, water and air, including noise and odors (which could result in remediation obligations), and occupational health and safety matters, including indoor air quality. These legal requirements vary by location and can arise under federal, provincial, state or municipal laws. Any breach of such laws, regulations or requirements would have a material adverse effect on our company and its operating results.

Changes in legislation and regulations may affect our revenue and profitability

Existing and proposed changes in the laws and regulations affecting public companies may cause us to incur increased costs as we evaluate the implications of new rules and respond to new requirements. Failure to comply with new rules and regulations could result in enforcement actions or the assessment of other penalties. New laws and regulations could make it more difficult to obtain certain types of insurance, including director's and officer's liability insurance, and we may be forced to accept reduced policy limits and coverage or incur substantially higher costs to obtain the same or similar coverage, to the extent that such coverage remains available.

The impact of these events could also make it more difficult for us to attract and retain qualified persons to serve on our board of directors or as executive officers. We may be required to hire additional personnel and utilize additional outside legal, accounting and advisory services, all of which could cause our general and administrative costs to increase beyond what we currently have planned. Although we evaluate and

monitor developments with respect to new rules and laws, we cannot predict or estimate the amount of the additional costs we may incur or the timing of such costs with respect to such evaluations and/or compliance and cannot provide assurances that such additional costs will render us compliant with such new rules and laws.

Risks Related to Our Common Shares

The market price of our common shares may be volatile and may fluctuate in a way that is disproportionate to our operating performance

Our common shares are quoted on the OTCQB operated by OTC Markets Group and listed on the TSX Exchange ("TSX"). Trading of shares on the OTCQB or TSX is often characterized by wide fluctuations in trading prices, due to many factors that may have little to do with our operations or business prospects.

The volume of trading in our common shares has been high and the share price has fluctuated significantly. This volatility could depress the market price of our common shares for reasons unrelated to operating performance. The market price of our common shares could decline due to the impact of any of the following factors upon the market price of our common shares:

- sales or potential sales of substantial amounts of our common shares;
- announcements about us or about our competitors;
- litigation and other developments relating to our company or those of our suppliers or our competitors;
- conditions in the automobile industry;
- governmental regulation and legislation;
- variations in our anticipated or actual operating results;
- change in securities analysts' estimates of our performance, or our failure to meet analysts' expectations;
- change in general economic conditions or trends;
- changes in capital market conditions or in the level of interest rates; and
- investor perception of our industry or our prospects.

Many of these factors are beyond our control. The stock markets in general, and the market price of common shares of companies operating within the electric mobility sector in particular, have historically experienced extreme price and volume fluctuations. These fluctuations often have been unrelated or disproportionate to the operating performance of these companies. These broad market and industry factors could reduce the market price of our common shares, regardless of our actual operating performance.

If securities or industry analysts do not publish or cease publishing research or reports about us, our business or our market, or if they adversely change their recommendations or publish negative reports regarding our business or our shares, our share price and trading volume could decline

The trading market for our securities will be influenced by the research and reports that industry or securities analysts may publish about us, our business, our market or our competitors. We currently have research coverage from two securities analysts in Canada. We do not have any control over these analysts, and we cannot provide any assurance that analysts will cover us or provide favorable coverage. If any of the analysts who may cover us adversely change their recommendation regarding our shares, or provide more favorable relative recommendations about our competitors, the market value of our securities would likely decline. If any analyst who may cover us were to cease coverage of our company or fail to regularly publish reports on us, we could lose visibility in the financial markets, which in turn could cause the price of our common shares and warrants and our trading volume to decline.

Sales of a substantial number of our common shares in the public market by our existing shareholders could cause our share price to fall

Sales of a substantial number of shares of our common shares in the public markets, or the perception that these sales might occur, could depress the market price of our common shares and could impair our ability to raise capital through the sale of additional equity securities. We are unable to predict the effect that sales may have on the prevailing market price of our common shares. Sales of shares by these shareholders could have a material adverse effect on the trading price of our common shares. We intend to register the offering, issuance, and sale of all common shares that we may issue under our equity compensation plans. Once we register these shares, they can be freely sold in the public market upon issuance, subject to volume limitations applicable to affiliates and the lock-up agreements.

A prolonged and substantial decline in the price of our common shares could affect our ability to raise further working capital, thereby adversely impacting our ability to continue operations

A prolonged and substantial decline in the price of our common shares could result in a reduction in the liquidity of our common shares and a reduction in our ability to raise capital. Because we plan to acquire a significant portion of the funds we need in order to conduct our planned operations through the sale of equity securities, a decline in the price of our common shares could be detrimental to our liquidity and our operations because the decline may cause investors not to choose to invest in our shares. If we are unable to raise the funds we require for all our planned operations and to meet our existing and future financial obligations, we may be forced to reallocate funds from other planned uses and may suffer a significant negative effect on our business plan and operations, including our ability to develop new products and continue our current operations. This could cause our business to suffer and could jeopardize our ability to continue operations.

Volatility in our common share price may subject us to securities litigation

The market for our common shares may have, when compared to seasoned issuers, significant price volatility, and we expect that our share price may continue to be more volatile than that of a seasoned issuer for the foreseeable future. In the past, plaintiffs have often initiated securities class action litigation against a company following periods of volatility in the market price of its securities. We may, in the future, be the target of similar litigation. Securities litigation could result in substantial costs and liabilities and could divert management's attention and resources away from the day-to-day business operations.

Because we do not intend to pay any cash dividends on our common shares in the near future our shareholders will not be able to receive a return on their shares unless they sell them

We intend to retain any future earnings to finance the development and expansion of our business. We do not anticipate paying any cash dividends on our common shares in the near future. The declaration, payment and amount of any future dividends will be made at the discretion of our board of directors and will depend upon, among other things, the results of operations, cash flows and financial condition, operating and capital requirements, and other factors that the board of directors considers relevant. There is no assurance that future dividends will be paid, and if dividends are paid, there is no assurance with respect to the amount of any such dividend. Unless we pay dividends, our shareholders will not be able to receive a return on their shares unless they sell them

DIVIDEND POLICY

There are no restrictions on Exro's ability to pay dividends. The declaration of dividends on our Common Shares is within the discretion of the board of directors and will depend on the assessment of, among other factors, capital requirements, earnings, and the operating and financial condition of the Company.

On July 25, 2017, BioDE declared a dividend to distribute 450,041 common shares of BioHEP Ventures Ltd. to the shareholders of BioDE as of the record date of July 25, 2017, the day prior to the completion of the amalgamation with Exro Technologies Inc. (a predecessor entity to the Company).

At the present time, Exro does not intend to declare or pay cash dividends on its common shares within the foreseeable future. See "*Risk Factors – Risks Related to Our Securities – Dividends*".

DESCRIPTION OF CAPITAL STRUCTURE

The following is a summary of the material attributes and characteristics of the Company's authorized share capital. This summary is qualified by reference to, and is subject to, and the detailed provisions of our articles available under the Company's profile on SEDAR at www.sedar.com.

Common Shares

The authorized share capital of the Company is an unlimited number of Common Shares without par value. As at December 31, 2021, the Company had 120,905,274 Common Shares issued and outstanding. As of the date of this Annual Information Form, the Company had 133,842,724 Common Shares issued and outstanding. All of the Common Shares are of the same class and, once issued, rank equally. The holders of Common Shares are entitled to dividends, if, as and when declared by the board of directors, to one vote per Common Share at meetings of the shareholders of the Company and, upon liquidation, to share equally in such assets of the Company as are distributable to the holders of Common Shares. There are no pre-emptive or conversion rights.

Stock Options

The Company's incentive stock option plan (the "**Option Plan**") is a 10% rolling plan and the current maximum number of Shares issuable under the Option Plan is 13,384,272 Shares. Persons who are directors, officers, employees (including management company employees) of, or consultants to the Company, or its affiliates are eligible to receive options under the Option Plan. Options are not assignable or transferable and may be granted for a term of up to ten years. For options granted to service providers, the Company must ensure that the proposed optionee is a bona fide service provider of the Company or its affiliates.

The maximum number of shares, including shares issuable under any other share compensation arrangement, (a) issuable to eligible persons who are insiders and their associates at any time pursuant to the exercise of options granted under the Option Plan, must not exceed 10% of the shares issued and outstanding from time to time (calculated on a non-diluted basis); and (b) that may be issued to eligible persons who are insiders and their associates within any one year period pursuant to the exercise of options granted under the Option Plan, must not exceed 10% of the shares issued and outstanding from time to time (calculated on a non-diluted basis).

The total annual grant to any one non-employee director under all share compensation arrangements cannot exceed a grant value of \$100,000 of Options and \$150,000 in total equity.

Options will expire 90 days after the optionee ceases to provide services to the Company or an affiliate, except in the case of death or dismissal for cause. In the case of death, an optionee's vested options will remain exercisable by the optionee's estate until the earlier of one year after the optionee's death and the original expiry date of the option. Where an optionee is dismissed for cause, all options, vested and unvested, will terminate immediately on the date of dismissal without any right of exercise.

The Board has the authority in its discretion to set terms of vesting, if any (which may be time-based vesting terms or performance-based vesting terms) and the exercise price of each option, which must be no less than the Discounted Market Price (as defined in the Option Plan). Subject to the rights of holders of existing options, the Board has the discretion to amend, suspend, terminate or discontinue the Option Plan.

As at December 31, 2021, there were Options exercisable for 11,812,216 Common Shares outstanding. As of the date of this Annual Information Form, there were Options exercisable for 11,437,966 Common Shares outstanding.

Warrants

As of December 31, 2020, the Company had 2,900,326 warrants issued and outstanding, with a weighted average exercise price of \$1.53 per warrant.

During the year 1,051,515 warrants were exercised for proceeds of 1,408,274, at a weighted average exercise price of \$1.34. No new warrants were issued in 2021.

On February 4, 2022, Exro issued 6,361,225 warrants with an exercise price of \$2.00 per unit in connection to the Company's Bought Deal Financing. In addition, the Company issued 750,847 broker warrants with an exercise price of \$1.60 per unit, equal to the issuance price of Bought Deal, to the syndicate underwriters led by Eight Capital and Raymond James, and Haywood Securities Inc., ATB Capital Markets Inc. and Laurentian Bank Securities Inc in connection with the Bought Deal.

As at December 31, 2021, the Company had 1,848,811 warrants issued and outstanding with a weighted average exercise price of \$1.64. As of the date of this Annual Information Form, the Company had 8,845,883 warrants issued and outstanding with a weighted average exercise price of \$1.91.

MARKET FOR SECURITIES

Trading Price and Volume

The Company's Common Shares were listed on the TSX Venture Exchange between January 1, 2021 and July 7, 2021 under the symbol "EXRO", and the OTCQB under the symbol "EXROF". On July 8, 2021 the Company's shares commenced trading on the TSX, in addition to the OTCQB. The shares continue to trade under the symbol "EXRO." The following table sets out the high and low sale prices and the volume of trading of the Company's Common Shares on the TSX Venture Exchange and TSX exchange on a monthly basis for the Company's fiscal year ended December 31, 2021, and subsequent periods to the date of this document. As of March 29, 2021, the closing price of the Company's Common Shares was \$1.42 per Common Share on the TSX Venture exchange.

	High	Low	Volume
January 2021	\$4.50	\$3.51	7,845,900
February 2021	\$7.55	\$3.65	13,845,900
March 2021	\$6.00	\$2.56	28,932,500
April 2021	\$5.14	\$3.65	7,416,800
May 2021	\$4.70	\$3.53	4,306,300
June 2021	\$4.34	\$3.65	3,869,000
July 2021	\$4.13	\$3.60	2,286,000
August 2021	\$3.89	\$2.75	4,807,300
September 2021	\$3.56	\$2.71	3,743,600
October 2021	\$3.04	\$2.60	3,906,300
November 2021	\$4.08	\$2.79	5,571,600
December 2021	\$3.39	\$2.69	3,638,200

January 2022	\$3.10	\$1.40	10,786,300
February 2022	\$1.55	\$1.16	8,403,000
March 2022	\$1.49	\$1.20	6,333,298

Prior Sales

The following table summarizes the issuance of Options for the Company's fiscal year ended December 31, 2021.

Date of Issuance	Security Type	Issuance Price/Exercise Price	Number of Securities
January 13, 2021	Options	\$3.93	645,000
April 6, 2021	Options	\$4.77	1,100,000
June 28, 2021	Options	\$3.93	495,000
September 20, 2021	Options	\$2.96	900,000
November 22, 2021	Options	\$3.75	500,000

DIRECTORS AND OFFICERS

Name, Occupation and Security Holding

The following table provides the names, province or state and country of residence, position, and principal occupations of each executive officer and director of the Company. The term of each director expires on the date of our next annual meeting.

Name, City and Province of Residence	Positions Held with the Company	Principal Occupation or Employment During the Past Five Years	Director / Officer Since
Sue Ozdemir Calgary, Alberta, Canada	Chief Executive Officer and Director	CEO of the Company, Business Executive, General Electric	September 9, 2019
Mark Godsy West Vancouver, British Columbia, Canada	Executive Chairman and Director	Entrepreneur	July 27, 2017
John Meekison West Vancouver, British Columbia, Canada	Chief Financial Officer	CFO of the Company; director and CFO of ArcWest Exploration Inc., a British Columbia resource exploration company; CFO at Segra International Corp; Director at Natcore Technology, Inc.; Director of Capital Markets at Evans & Evans, Inc.; CFO at iCo Therapeutics Inc.	October 23, 2017

M.A. (Jill) Bodkin ⁽¹⁾⁽²⁾ Vancouver, British Columbia	Director	Corporate Director; President Yaletown VCC; Former Chair, BC Securities Commission; Former Corporate Finance Partner Ernst & Young an international accounting firm; Former Director Laurentian Bank of Canada; Former Board Chair, Westport Innovations an alternative fuel transportation company;	April 27, 2017
Frank Borowicz ⁽¹⁾⁽²⁾⁽³⁾ Vancouver, British Columbia	Director	Retired partner of international law firm Davis LLP (now DLA Piper); Governor, Greater Vancouver Board of Trade; Former Chair, BC Industry Training Authority	July 27, 2017
Julie Wurmlinger ⁽³⁾⁽⁴⁾ Clinton Township, Michigan, USA	Director	Retired Global Chief Engineer from Ford Motor Company and current President/Owner of OhmTek, LLC Technical Consulting	September 29, 2020
Terence Johnsson ⁽¹⁾⁽⁴⁾ Berlin, Germany	Director	Retired former Vice President, Audi AG, and Principal Consultant at Cerutus Consulting	January 27, 2021
Alan Gaines ⁽²⁾⁽³⁾ , Las Vegas, Nevada, USA	Director	CEO of ALG Corp., current director of Auto Innovation Group, Ltd., David Brown Automotive, Ltd., and Chairman of the Board of Vision Marine Technologies.	August 19, 2021
Richard Meaux Calgary, Alberta, Canada	Chief Marketing Officer	Chief Marketing Officer of the Company. Former Director of Marketing and Digital Operations for GE Industrial Motors	November 16, 2020
Eric Hustedt Calgary, Alberta, Canada	Chief Engineer	Chief Engineer of the Company. Former senior engineer at KSR International Inc.	November 16, 2020
Josh Sobil Vancouver, British Columbia, Canada	Chief Commercial Officer	Chief Commercial Officer of the Company. Former National P&L manager for Siemens Mining business unit	November 12, 2019
Christina Boddy, Aldergrove, British Columbia, Canada	Corporate Secretary	Principal, Rhodanthe Corporate Services. Corporate Secretary to several publicly-listed companies	December 1, 2019

Notes:

- (1) Member of the Audit Committee.
- (2) Member of the Compensation Committee.
- (3) Member of the Governance and Nominating Committee.
- (4) Member of the Technology Committee

As of March 29, 2022, the executive officers and directors of the Company owned, directly or indirectly, or exercised control or direction over 4,871,398 (3.6%) of the Common Shares of the Company.

During the year-ended December 31, 2021, Dan McGahn and Eamonn Percy vacated their positions as directors of the Company. Mr. McGahn resigned from his position on July 27, 2021, and Mr. Percy passed away on November 9, 2021. Subsequent to the December 31, 2021 year end, Alan Gaines resigned his position as a director on March 23, 2022.

Subsequent to December 31, 2021, on February 17, 2022, Darrell Bishop was appointed as President, Finance and Investor Relations and on March 1, 2022, Spyros Gorgogiannis was appointed President of Engineering.

Cease Trade Orders, Bankruptcies, Penalties or Sanctions

Except as disclosed herein, no director or executive officer of Exro is, as of the date of the Annual Information Form, or has been, within the 10 years preceding the date of this Annual Information Form, a director, chief executive officer or chief financial officer of any company, including Exro, that:

- (a) was subject to a cease trade order, an order similar to a cease trade order, or an order that denied the relevant company access to any exemption under securities legislation, that was in effect for a period of more than 30 consecutive days, that was issued while the director or executive officer was acting in the capacity as director, chief executive officer or chief financial officer; or
- (b) was subject to a cease trade order, an order similar to a cease trade order, or an order that denied the relevant company access to any exemption under securities legislation, that was in effect for a period of more than 30 consecutive days, that was issued after the director or executive officer ceased to be a director, chief executive officer or chief financial officer and which resulted from an event that occurred while that person was acting in the capacity as director, chief executive officer or chief financial officer.

No director or executive officer of Exro, or to the best of Exro's knowledge, a shareholder holding a sufficient number of securities of Exro to affect materially the control of Exro:

- (a) is, as of the date of the Annual Information Form, or has been within 10 years preceding this date, a director or executive officer of any company, including Exro, that, while that person was acting in that capacity, or within a year of that person ceasing to act in that capacity, became bankrupt, made a proposal under any legislation relating to bankruptcy or insolvency or was subject to or instituted any proceedings, arrangement or compromise with creditors or had a receiver, receiver manager or trustee appointed to hold its assets; or
- (b) has, within the 10 years before the date of the Annual Information Form, become bankrupt, made a proposal under any legislation relating to bankruptcy or insolvency, or was subject to or instituted any proceedings, arrangement, or compromise with creditors, or had a receiver, receiver manager or trustee appointed to hold the assets of the director, executive officer or shareholder.

No director or executive officer of Exro, or to the best of Exro's knowledge, a shareholder holding a sufficient number of securities of Exro to materially affect the control of Exro, has been subject to:

- (a) any penalties or sanctions imposed by a court relating to securities legislation or by a securities regulatory authority or has entered into a settlement agreement with a securities regulatory authority; or
- (b) any other penalties or sanctions imposed by a court or a regulatory body that would likely be considered important to a reasonable investor in making an investment decision.

Conflicts of Interest

To the knowledge of the Company, there are no known material existing or potential conflicts of interest among the Company's directors, officers or other members of management as a result of their outside business interests except that certain of the Company's directors and officers serve as directors and officers of other companies, and therefore it is possible that a conflict may arise between their duties to the Company and their duties as a director or officer of such other companies. See "*Directors and Officers – Name, Occupation and Security Holding*" and "*Interest of Management and Others in Material*

AUDIT COMMITTEE

Audit Committee Charter

The Company's audit committee charter is attached as Schedule "A" to this Annual Information Form.

Composition of the Audit Committee

The following are the current members of the Audit Committee: Jill Bodkin, Frank Borowicz, and Terence Johnsson. All the members are financially literate and independent as those terms are used in Multilateral Instrument 52-110 – *Audit Committees* (“**NI 51-110**”).

Audit Committee Member Education and Experience

Jill Bodkin

Jill Bodkin acquired her financial literacy through her education and work. She obtained a BA from the University of Alberta and her Master's in Public Finance from the University of Syracuse in New York. Ms. Bodkin was a Corporate Finance partner in Ernst & Young from 1987 to 1996. She was also Deputy Minister of Financial Institutions from 1981 to 1987 and was Founding Chair of the British Columbia Securities Commission. She also served a term on the CICA Audit Standards Oversight Committee. Over the years, she has been serving on boards of directors of various public and private companies.

Frank Borowicz

Frank Borowicz acquired his financial literacy through his education and work. He has over 35 years' experience in conflict resolution, corporate governance, regulatory compliance, and risk management. A graduate of Harvard, Dalhousie and Loyola of Montreal, Mr. Borowicz was formerly a law professor at the University of Windsor and founding faculty member of the University of Victoria Law School. Mr. Borowicz is also a graduate of the Corporate Governance College of the Institute of Corporate Directors. He holds a Certificate of Financial Literacy from the Rotman School of Management at the University of Toronto and in addition to being Queen's Counsel is an Honorary Chartered Professional Accountant.

Terence Johnsson

Terence Johnsson acquired his financial literacy through his education and work. He has over 35 years of professional experience at top levels of Audi, Volkswagen and General Motors, and most recently with cleantech early-stage companies in varying roles as co-founder, director and advisor. A graduate of Darla Moore School of Business, Mr. Johnsson has served as CEO and board member for multiple automotive companies at country, regional and global divisional levels. He has extensive experience in standing up new companies, entering new markets and bringing new clean technologies to market, and as director, building robust and enduring company cultures of integrity, governance, and performance excellence.

Audit Committee Oversight

At no time since the commencement of the Company's most recently completed financial year was a recommendation of the Audit Committee to nominate or compensate an external auditor not adopted by the Board of Directors.

Reliance on Certain Exemptions

At no time since the commencement of the Company's most recently completed financial year has the Company relied on the exemption in Section 2.4 of NI 52-110 (*De Minimis Non-Audit Services*), or an exemption from NI 52-110, in whole or in part, granted under Part 8 of NI 52-110.

The Company is relying upon the exemption in Section 6.1 of NI 52-110 (*Venture Issuers*) from the requirement of Part 5 (*Reporting Obligations*).

Pre-Approval Policies and Procedures

The Audit Committee has adopted specific policies and procedures for the engagement of non-audit services as part of its audit charter. The pre-approval requirement for such engagement is waived if (i) the aggregate amount of all non-audit services provided to the Company amounts to five percent or under of the total amount of revenues paid by the Company to its external auditors during the fiscal year in which the non-audit services are provided and (ii) the services were not recognized by the Company at the time of the engagement to be non-audit services and (iii) the services are promptly brought to the attention of the Audit Committee by the Company and approved by the Audit Committee (or one or more members of the Audit Committee to whom that authority to approve has been delegated by the Audit Committee, subject to the pre-approval being presented to the first scheduled meeting of the Audit Committee after the approval) prior to the completion of the audit.

External Auditor Services Fees

Fees paid or payable to the Company’s current auditors, PricewaterhouseCoopers LLP, in 2021 and to the Company’s predecessor auditors, Dale Matheson Carr-Hilton Labonte LLP, in 2020 are as follows:

Nature of Services	Fees Paid to Auditor in Year Ended December 31, 2021	Fees Paid to Auditor in Year Ended December 31, 2020
Audit Fees	\$69,000	\$41,000
Audit-Related Fees	\$176,000	Nil
Tax Fees	\$18,700	Nil
All Other Fees	\$114,000	\$19,250
Total	\$377,700	\$60,250

Notes:

- (1) “Audit Fees” include fees necessary to perform the annual audit and quarterly reviews of the Company’s consolidated financial statements. Audit Fees include aggregate fees for review of tax provisions and for accounting consultations on matters reflected in the financial statements. Audit Fees also include audit or other attest services required by legislation or regulation, such as comfort letters, consents, reviews of securities filings and statutory audits.
- (2) “Audit-Related Fees” include fees for services that are traditionally performed by the auditor. These audit-related services include aggregate fees for employee benefit audits, due diligence assistance, accounting consultations on proposed transactions, internal control reviews and audit or attest services not required by legislation or regulation.
- (3) “Tax Fees” include fees for all tax services other than those included in “Audit Fees” and “Audit-Related Fees”. This category includes aggregate fees for tax compliance, tax planning and tax advice. Tax planning and tax advice includes assistance with tax audits and appeals, tax advice related to mergers and acquisitions, and requests for rulings or technical advice from tax authorities.
- (4) “All Other Fees” include all other non-audit services, in the aggregate.

LEGAL PROCEEDINGS AND REGULATORY ACTIONS

In the ordinary course of business, the Company and its subsidiaries may become involved in various legal, administrative, regulatory and other proceedings, actions, claims and inquiries relating to our business.

On January 21, 2022, ePropelled Inc. (“ePropelled”) filed a patent infringement complaint against Exro in the US District for the District of Massachusetts. The Company believes the claim to be without merit. Subsequently, on February 15, 2022, the Company filed a defamation lawsuit against ePropelled in Middlesex County Superior Court in the Commonwealth of Massachusetts.

INTEREST OF MANAGEMENT AND OTHERS IN MATERIAL TRANSACTIONS

Directors and officers of the Company hold Common Shares and may be granted Options in the future. Other than as described elsewhere in this Annual Information Form, none of our directors, executive officers

or shareholders, owning or exercising control or direction over more 10% of the Common Shares, or any associate or affiliate of the foregoing, has had any material interest, direct or indirect, in any transaction within the three most recently completed financial years or during the current financial year prior to the date of this Annual Information Form that has materially affected us or is reasonably expected to materially affect the Company.

TRANSFER AGENT AND REGISTRAR

The transfer agent and the registrar of the Common Shares is Computershare, 3rd Floor, 510 Burrard Street, Vancouver, BC V6C 39B.

MATERIAL CONTRACTS

The following are the material contracts of Exro as defined in National Instrument 51-102 – *Continuous Disclosure Obligations* entered into within the last financial year or before the last financial year if that material contract is still in effect:

1. Assignment and Assumption Agreement between the Company and BioHEP Ventures Ltd. (“**BioHEP**”) dated April 21, 2017 has been approved by BioHEP and BioDE. This agreement describes the terms of the transfer of the biotechnology assets from the Company to BioHEP.
2. Memorandum of Agreement between Exro and Northwest UAV effective as of February 15, 2016 and its Amendment No. 01 dated June 2, 2017. This agreement summarizes the essential terms of cooperation between Exro and Northwest UAV in developing and engineering of proof- of-concept prototype generator and separate regulator (the Generator Control Unit assembly), resulting in an electrical power system package enabled with Exro’s DCM (Dynamic Current Management) technology for a NWUAV selected aerial vehicle propulsion system.

Copies of all material agreements referred to in this Annual Information Form may be inspected at the head office of the Company located at 12 - 21 Highfield Circle S.E., Calgary, Alberta T2G 5N6 during normal business hours, as well as on the SEDAR website at www.sedar.com.

INTERESTS OF EXPERTS

Following the completion of a tender process in 2021, the Board (on the recommendation of the Audit Committee) approved the appointment of PricewaterhouseCoopers LLP as Exro’s auditor effective April 16, 2021. Dale Matheson Carr-Hilton Labonte LLP, the predecessor auditor, at the request of the Company, resigned as auditor of the Company effective April 16, 2021.

The auditor of the Company is PricewaterhouseCoopers LLP, who have prepared an independent auditor’s report dated March 29, 2021 in respect to the consolidated financial statements of the Company for the year ended December 31, 2021. PricewaterhouseCoopers LLP has advised that they are independent with respect to the Company within the meaning of the Code of Professional Conduct of the Chartered Professional Accountants of Alberta.

Dale Matheson Carr- Hilton Labonte LLP, who were the auditors for the Company for the year ended December 31, 2020. As of April 15, 2021 and throughout the period covered by the financial statements upon which they reported, which Dale Matheson Carr-Hilton Labonte LLP were independent with respect to the Company within the meaning of the Code of Professional Conduct of the Chartered Professional Accountants of British Columbia.

ADDITIONAL INFORMATION

Additional information, including directors’ and officers’ remuneration and indebtedness, principal holders of our Company’s securities and securities authorized for issuance under equity compensation plans, will be contained in the Company’s management information circular for the 2022 annual meeting of

shareholders. Additional financial information is provided in the Company's audited annual consolidated financial statements and management's discussion and analysis of our financial condition and results of operations for our most recently completed fiscal year ended December 31, 2021. Such documentation, as well as additional information relating to the Company, may be found under the Company's profile on SEDAR at www.sedar.com.

SCHEDULE "A"

AUDIT COMMITTEE CHARTER

Mandate

The primary function of the Audit Committee (the "Committee") is to assist the Board of Directors in fulfilling its financial oversight responsibilities by reviewing the financial reports and other financial information provided by the Company to regulatory authorities and shareholders, the Company's systems of internal controls regarding finance and accounting and the Company's auditing, accounting and financial reporting processes. Consistent with this function, the Committee will encourage continuous improvement of, and should foster adherence to, the Company's policies, procedures and practices at all levels. The Committee's primary duties and responsibilities are to:

- Serve as an independent and objective party to monitor the Company's financial reporting and internal control system and review the Company's financial statements.
- Review and appraise the performance of the Company's external auditors.
- Provide an open avenue of communication among the Company's auditors, financial and senior management and the Board of Directors.

Composition

The Committee shall be comprised of three directors as determined by the Board of Directors, each of whom shall be free from any relationship that, in the opinion of the Board of Directors, would interfere with the exercise of his or her independent judgment as a member of the Committee including being "independent" in accordance with all applicable laws including Rule 10A-3 of the United States Securities Exchange Act of 1934, as amended (the "Exchange Act"), the rules and regulations of the United States Securities and Exchange Commission and the listing standards of the Nasdaq.

At least one member of the Committee shall have accounting or related financial management expertise sufficient to be considered a "financial expert" under Item 407(d)(5) of Regulation S-K under the Exchange Act and "financially sophisticated" under the listing standards of the Nasdaq. Each member of the Committee must be able to read and understand fundamental financial statements, including the Company's balance sheet, income statement and cash flow statement. For the purposes of the Company's Charter, the definition of "financially literate" is the ability to read and understand a set of financial statements that present a breadth and level of complexity of accounting issues that are generally comparable to the breadth and complexity of the issues that can presumably be expected to be raised by the Company's financial statements.

The members of the Committee shall be elected by the Board of Directors at its first meeting following the annual shareholders' meeting. Unless a Chair is elected by the full Board of Directors, the members of the Committee may designate a Chair by a majority vote of the full Committee membership.

Meetings

The Committee shall meet at least twice annually, or more frequently as circumstances dictate. As part of its job to foster open communication, the Committee will meet at least annually with the CFO and the external auditors in separate sessions.

Responsibilities and Duties

To fulfill its responsibilities and duties, the Committee shall:

(1) Documents/Reports Review

- (a) Review and update this Charter annually.
- (b) Review the Company's financial statements, MD&A and any annual and interim earnings, press releases before the Company publicly discloses this information and any reports or other financial information (including quarterly financial statements), which are submitted to any governmental body, or to the public, including any certification, report, opinion, or review rendered by the external auditors.

(2) External Auditors

- (a) Review annually, the performance of the external auditors who shall be ultimately accountable to the Board of Directors and the Committee as representatives of the shareholders of the Company.
- (b) Obtain annually, a formal written statement of external auditors setting forth all relationships between the external auditors and the Company, consistent with Independence Standards Board Standard 1.
- (c) Review and discuss with the external auditors any disclosed relationships or services that may impact the objectivity and independence of the external auditors.
- (d) Take, or recommend that the full Board of Directors take, appropriate action to oversee the independence of the external auditors.
- (e) The selection and, where applicable, the replacement of the external auditors nominated annually for shareholder approval and be directly responsible for the compensation, retention and oversight of the external auditors.
- (f) At each meeting, consult with the external auditors, without the presence of management, about the quality of the Company's accounting principles, internal controls and the completeness and accuracy of the Company's financial statements.
- (g) Review and approve the Company's hiring policies regarding partners, employees and former partners and employees of the present and former external auditors of the Company.
- (h) Review with management and the external auditors the audit plan for the year-end financial statements and intended template for such statements.
- (i) Review and pre-approve all audit and audit-related services and the fees and other compensation related thereto, and any non-audit services, provided by the Company's external auditors. The pre-approval requirement is waived with respect to the provision of non-audit services if:
 - (i) the aggregate amount of all such non-audit services provided to the Company constitutes not more than five percent of the total amount of revenues paid by the Company to its external auditors during the fiscal year in which the non-audit services are provided;
 - (ii) such services were not recognized by the Company at the time of the engagement to be non-audit services; and
 - (iii) such services are promptly brought to the attention of the Committee by the Company and approved prior to the completion of the audit by the Committee or by one or more members of the Committee who are members of the Board of Directors to whom authority to grant such approvals has been

delegated by the Committee.

Provided the pre-approval of the non-audit services is presented to the Committee's first scheduled meeting following such approval such authority may be delegated by the Committee to one or more independent members of the Committee.

- (3) Financial Reporting Processes
 - (a) In consultation with the external auditors, review with management the integrity of the Company's financial reporting process, both internal and external.
 - (b) Consider the external auditors' judgments about the quality and appropriateness of the Company's accounting principles as applied in its financial reporting.
 - (c) Consider and approve, if appropriate, changes to the Company's auditing and accounting principles and practices as suggested by the external auditors and management.
 - (d) Review significant judgments made by management in the preparation of the financial statements and the view of the external auditors as to appropriateness of such judgments.
 - (e) Following completion of the annual audit, review separately with management and the external auditors any significant difficulties encountered during the course of the audit, including any restrictions on the scope of work or access to required information.
 - (f) Review any significant disagreement among management and the external auditors in connection with the preparation of the financial statements.
 - (g) Review with the external auditors and management the extent to which changes and improvements in financial or accounting practices have been implemented.
 - (h) Review any complaints or concerns about any questionable accounting, internal accounting controls or auditing matters and handle the retention and treatment of such complaints and concerns.
 - (i) Review certification process.
 - (j) Establish a procedure for the confidential, anonymous submission by employees of the Company of concerns regarding questionable accounting or auditing matters.
- (4) Risk Management
 - (a) To review, at least annually, and more frequently if necessary, the Company's policies for risk assessment and risk management (the identification, monitoring, and mitigation of risks).
 - (b) To inquire of management and the independent auditor about significant business, political, financial and control risks or exposure to such risk.
 - (c) To request the external auditor's opinion of management's assessment of significant risks facing the Company and how effectively they are being managed or controlled.
 - (d) To assess the effectiveness of the over-all process for identifying principal business risks and report thereon to the Board.
- (5) The Committee, when it considers it necessary or advisable, may retain, at the Company's expense, outside consultants or advisors to assist or advise the Committee independently on any matter within its mandate. Prior to any engagement, the Committee shall take into account the independence of such consultants or advisors.
- (6) The Committee shall set the compensation and oversee the work of its outside counsel, consultants and any other advisors it engages. The Committee shall receive appropriate funding from the Company, as determined by the Committee in its capacity as a committee of the Board, for the payment of compensation to any consultants, outside counsel and any other advisors it engages.

- (7) Review any related-party transactions.

Approved by the Board: December 16, 2021